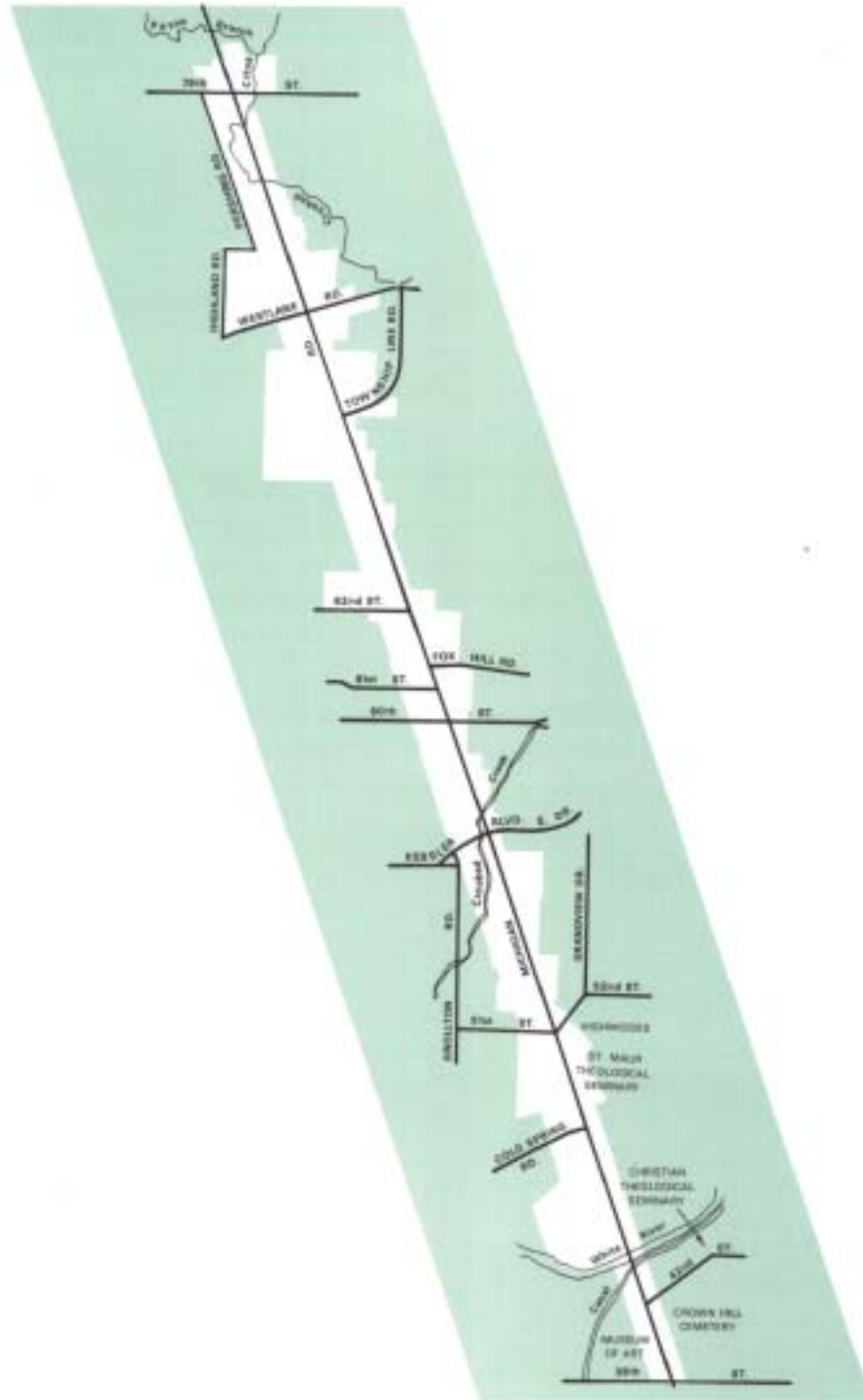


# MICHIGAN ROAD CORRIDOR PLAN





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# **MICHIGAN ROAD CORRIDOR PLAN**

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**UPP 770**

**Prepared by:**  
**DEPARTMENT OF METROPOLITAN DEVELOPMENT**  
**DIVISION OF PLANNING**  
**Indianapolis-Marion County, Indiana**

**April, 1988**

**The preparation of this map was financed in part  
by a Community Development Block Grant**



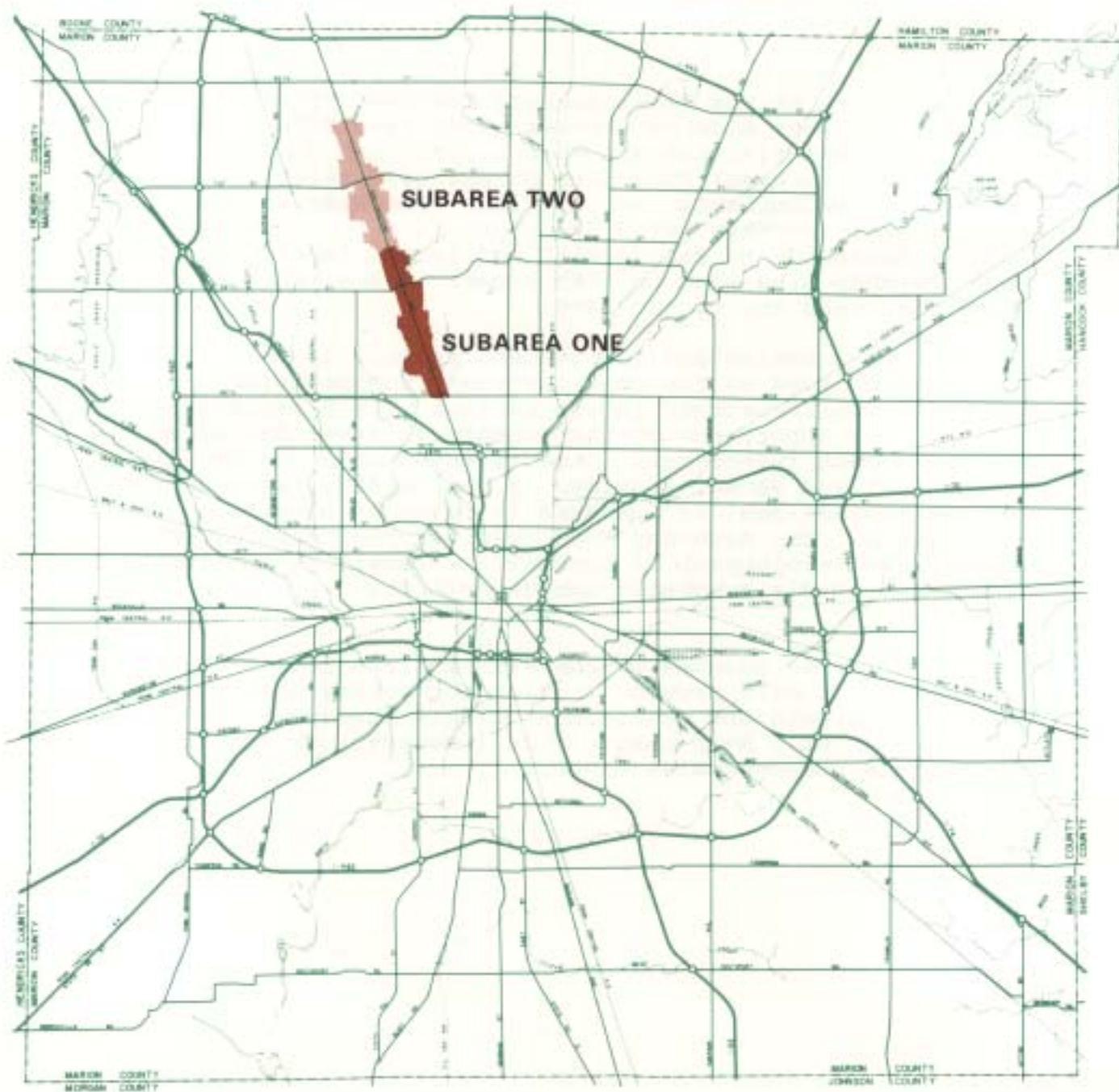
## PURPOSE

The boundaries of the Michigan Road Corridor Plan are primarily the east and west side of Michigan Road from 38th Street to 79th Street. Residential use and undeveloped land dominates (with numerous public uses) from 38th Street to Kessler Boulevard. Commercial use dominates the corridor from Kessler Boulevard to 60th Street. Further north from 60th Street to Township Line Road is dominated by residential and vacant land. The corridor from Township Line Road to 79th Street is dominated by commercial uses and vacant land.

An imminent widening and improvement project to be undertaken for Michigan Road by the Department of Transportation along with commercial disinvestment in conjunction with a deterioration of the physical appearance of the commercial areas has warranted a plan to direct investment. Once widened and improved, the residential and vacant sections of the corridor will undoubtedly witness a great deal of pressure in favor of commercial development. The Michigan Road Corridor Plan must direct appropriate development in appropriate locations to prevent a recurrence of disinvestment and deterioration problems in the future.

Once the plan is adopted by the Metropolitan Development Commission, it will provide a guide for policy direction with respect to growth and development within the study area. The adopted plan will help ensure that investment in the study area occurs in a comprehensive manner.





## MICHIGAN ROAD CORRIDOR PLAN

### MAP ONE/LOCATION MAP

The preparation of this map  
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a Community Development Block Grant



April, 1988  
Department of Metropolitan Development  
Division of Planning  
Indianapolis Marion County, Indiana



# Michigan Road Corridor Plan

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# Michigan Road Corridor Plan

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## EXECUTIVE SUMMARY

The Michigan Road Corridor Plan is a detailed analysis and long-term plan for the commercial and residential corridor of Michigan Road from 38th Street on the south to 79th Street on the north. The corridor plan represents a yearlong, cooperative effort between the Department of Metropolitan Development - Division of Planning staff, other City agencies, neighborhood representatives and corridor businesspeople. Each of these groups worked together to develop revitalization, beautification and growth strategies for the corridor which will help guide development for years to come.

### I. Use of the Plan

The Michigan Road Corridor Plan will provide a basis for both public and private investment decisions. The plan will serve as a primary basis in preparing staff comments in rezoning and variance cases and for making decisions regarding capital improvements.

Although the plan serves as a guide, actual implementation will depend on joint public/private action and, in some instances, private action alone.

The implementation strategies outlined in the plan stress a continued long-term commitment to the corridor. In addition, the plan does not merely outline what the City will be doing to aid the Michigan Road corridor but what all involved groups will need to do together in order to implement the plan. Long-term commitment and effort from businesses, area residents and private sector interests, as well as the City, are essential.

### II. Scope of the Plan

The Michigan Road Corridor Plan analyzes the key components of the area and their interrelationships. Commercial and residential uses, transportation and public facilities (among other components) contribute to the functional and visible aspects of this corridor. In order to properly plan for the future of the Michigan Road corridor, the interaction of all major elements must be taken into consideration.

Five questions were used to define the scope of the plan. These questions relate to the past, present and future of the area:

1. How did the area develop and change?
2. What is the current physical status of the area?
3. What are the area's assets and liabilities?
4. What are the goals for the future of the area?
5. What actions can be taken to attain these goals?



These questions provided the framework for the plan's research and recommendations.

### III. Aspects of the Plan

The study is divided into:

1. Research and Analysis - This section forms the basis for the recommendations of the plan.
  - Provided information on:
    - . History and development of Michigan Road.
    - . Existing Conditions
    - . Michigan Road Widening Project
    - . Demographic Summary
    - . Business Survey Results
    - . Assets and Liabilities
  - Outlines:
    - . Goals and Objectives
  - Includes:
    - . Comprehensive Plan for Marion County (1984)
2. Plan Recommendations - This section develops tools to guide area development.
  - Utilizes a set of overall area recommendations to develop:
    - . Land Use Plan
    - . Zoning Plan
3. Action/Plan Implementation - This section outlines plan implementation by category, need and priority.
  - . Zoning Changes
  - . Needs Assessment
  - . Standards for Development

### IV. Major Plan Recommendations

The following segments of the plan outline major area recommendations:

#### 1. Statement of Goals and Objectives

Goals are:

##### A. Commercial

###### Goal A

To increase the economic vitality of commercial areas by working to provide adequate incentives and guides for the maintenance and improvement of commercial establishments. These incentives would assist as a basis for capital investment by both the public and private sectors.



Goal B

To work toward providing more establishments oriented to residential needs in those commercial areas which traditionally have served the role.

B. Residential

Goal A

To maintain and enhance the housing stock in the area, preventing further deterioration through conservation and rehabilitation activities.

Goal B

To prevent further commercial encroachment into neighboring residential areas.

C. Transportation

Goal:

To provide a coherent pedestrian and vehicular transportation system which services the entire corridor.

D. Public Safety

Goal:

To develop a safe, secure corridor area which fosters growth and development.

E. Aesthetics

Goal:

To increase the level of involvement of business and area residents in enhancing the physical aspects of the Michigan Road corridor.

F. Public Facilities

Goal:

To enhance public facilities by integrating their improvements into the overall corridor plan.

G. Zoning

Goal:

To provide a coherent development of the area which stresses proper zoning classifications to both assist commercial growth, yet protect and maintain residential aspects of the area.



## 2. Specific Recommendations/Actions

### A. Corridor

1. Support and encourage the neighborhood organizations in the area as they address issues of common interest to the corridor.
2. Discourage commercial encroachment into surrounding residential areas to the east and west by providing a land use division, proper zoning and physical buffering between the uses.
3. Limit access points onto Michigan Road to allow more efficient traffic flow and create fewer vehicular conflicts. Underutilized or poorly located curb cuts should be eliminated in order to provide a more coherent streetscape and better pedestrian mobility. Fewer curb cuts would also better channel vehicles into more controlled business access points, enhancing traffic flow.
4. Construct sidewalks and curbs along all of Michigan Road where missing. Lack of sidewalks, unused and overgrown right-of-way and lack of defined street edge create a need for the construction of sidewalks and curbs.
5. Develop landscaping schemes for commercial areas along Michigan Road. Landscaping improvements would aesthetically improve the corridor and increase marketability and property values.
6. Develop a more coordinated and coherent off-street parking system for both existing and proposed commercial development along the corridor. Parking needs should be designed for each new development with careful attention to surrounding uses and parking situations. Unification and lot redesign can increase parking and its ability to function on existing sites.
7. Construct new commercial structures, properly placed and designed, to create space for new tenants or serve the expansion needs of existing businesses.
8. Develop design standards for the renovation of existing uses and the construction of new structures. These standards will address issues of facade renovation, height, materials, setback, transitional yards, parking, signage, etc.
9. Clearly organize the zoning districts of the corridor to assist in the definition and separation of uses along Michigan Road. The rezoning of specific properties over time would encourage the proper development of the corridor following the plan.



10. Strongly support the Michigan Road widening and improvement project as a way to improve access, traffic flow and the general marketability of the corridor's uses.

B. Land Use Plan

The Land Use Plan for the Michigan Road corridor is designed as a detailed update of the Comprehensive Plan for Marion County as it addresses this area. The Land Use Plan updates the Comprehensive Plan and recommends some variations from it which address specific concerns.

The following major objectives are addressed by the plan:

1. Enhancement and unification of commercial areas from Kessler Boulevard to 60th Street and from Township Line Road to 79th Street.
2. A general land use policy providing stronger boundaries between commercial and residential, with a solid delineation of each use.
3. Appropriate development of vacant/underutilized land according to its specific proximity to other uses.
4. Long-term preservation of aesthetically pleasing lands from 38th Street to Grandview Drive.

C. Zoning Plan/Zoning Changes/Needs Assessment

The plan blends development objectives, land use plan, and zoning into three interrelated segments of the overall plan. The following are general recommendations for zoning changes, based upon proposed land use and development, and upon the desire to solve present conflicts:

Goal: Match land use decisions with appropriate zoning classifications.

1. Properly zone various properties whose use, although appropriate, is not matched by an accompanying appropriate zoning classification.
2. Properly zone vacant land to precede any inappropriate uses in the future.
3. Undertake Priority 1 Zoning Changes as soon as possible.
4. Undertake Priority 2 Zoning Changes whenever possible when existing inappropriate uses relocate.
5. Undertake Needs Assessment recommendations both through a voluntary effort and through the variance and rezoning process.



D. Standards for Development

The plan includes specific standards for development unique to the Michigan Road corridor. These standards are designed to give property owners a clear idea of appropriate development providing architectural, streetscape and signage recommendations.



## HISTORICAL SUMMARY

Before existing conditions can be discussed and recommendations can be determined, one major step in the planning process is ascertaining from where the corridor evolved and what led to the corridor's current status. The following is a brief analysis of the history regarding the Michigan Road corridor:

Michigan Road was cleared from the forest in the very early 1800's. In fact, the earliest recorded white settler in all of Pike Township was James Harmon of Pulaski County, Kentucky. Settling in the Augusta area in 1820, his land bordered what was, at the time, a Delaware Indian trail and is currently known as 71st Street. Purchased from the Potawatami Indians in 1826, the road was cleared to forge a means for land travel from the Ohio River to Michigan City, Indiana. In 1829 George Coble, Sr. and Jonathan Ingo founded the village of Augusta on what is now 71st Street west of the new Michigan Road. The village was then platted in 1831 by David Boardman and James Lee. Michigan Road was also designed to pass through the new state capitol at Indianapolis. The 1829-30 session of the Indiana General Assembly saw the State Legislature pushing to begin construction of Michigan Road. The legislature then presented a bill naming Noah Noble as the first commissioner of an Office of Contract Commission. However, since Governor James Brown Ray (1825-1831) had an unfriendly relationship with Noah Noble, he was reluctant to sign the bill that named Noble as Commissioner. Although Noble and Ray were adversaries in the 1828 gubernatorial campaign, Governor Ray finally signed the bill for work to begin. Noah Noble later became Governor of Indiana from 1831-1837.

The early days of the road saw an era of the entrepreneur. Since the land sports many streams and rivers, the road in the early years was virtually impassable six months out of a year. There were, however, individuals who made a living by maintaining the road and charging a toll. The tollhouse at 4702 North Michigan Road is one such example. Built in 1866, this tollhouse was the home of the gatekeeper and his family, who made a living by charging a toll to use the road and selling grocery items. The toll for a horse and buggy ranged from three cents to five cents. However, area farmers who used the road frequently were charged twenty-five dollars per year. The toll houses were later operated by the Augusta Gravel Road Company until the 1890's.

The Michigan Road Tollhouse at 4702 North Michigan Road is currently owned by the Historic Landmarks Foundation and has been placed on the National Register of Historic Places. Another historic structure in the study area is the Boardman House which is currently Ewing's Antiques at 7718 North Michigan Road. Built about 1834, this Greek Revival structure is one of the oldest in Marion County. Another Greek Revival structure stands at 6358 North Michigan Road and dates from near 1840.



The old Aston Inn at 6620 North Michigan Road is also a Greek Revival dating from the 1850's. The old house on the property of the Humane Society of Indianapolis is an example of Italianate architecture. Built around 1870, the house at the Humane Society is one of several still standing today that date from pre 1900. Although a number of historic structures exist along Michigan Road, the vast majority of development occurred well into the middle 1900's. Even today vacant land exists where development is occurring and will likely occur in the future.

Michigan Road north of the 6700 block was largely undeveloped before 1960. In fact, the 1960 population of all of Pike Township was only 6,600. Commercial development had already been classified or zoned for the Westlane area by the 1940's. Although very little commercial development existed here through the 1950's, the early 1960's witnessed some commercial development located primarily at the corners of the Westlane Road and Michigan Road intersection. The majority of the larger commercial structures, however, were not developed near this intersection until the early 1970's. Once the I-465 loop was completed in 1970, the northern section of Michigan Road from the Westlane area to the county line began to develop rapidly. The population of Pike Township increased by 125 percent from 1960 to 1970, making it the fastest growing township in central Indiana. Many tracts of agricultural land were developed for single and multi-family residential uses during the 1960's, 1970's and now into the 1980's. The early 1970's saw the commercial expansion and development around the Westlane intersection as well as the College Park area further north near I-465. Commercial development has shown steady growth as the area continues to expand. This tremendous growth has led to the congested traffic situation which exists today at the Michigan and Westlane intersection. The past has seen several names given to the road. Originally called The Michigan Road, this thoroughfare was called Northwestern Avenue by the City of Indianapolis for many years. It was then designate US 421 by the Federal Government as this highway moved through Marion County. Eventually rerouted, the name US 421 was removed from this portion of the corridor. Finally, the City of Indianapolis renamed the corridor Michigan Road from 38th Street to the county line.



## EXISTING CONDITIONS

A greater understanding of the corridor, as well as determining its assets and liabilities, should be ascertained through an analysis of its existing condition. Without an existing conditions analysis, one could overlook prominent issues which face the corridor and must be addressed.

Individual views and/or opinions from a detailed business survey have also been integrated into the analysis of the existing conditions of the corridor. Along with a review of the historic development of the corridor, the analysis of existing conditions is among the early stages of the planning process. The current condition of the corridor and surrounding area acts as a point of reference from which a plan can be designed for the specific purpose of improving that condition.

### 1. Existing Land Use:

The Michigan Road Corridor contains a diverse mixture of land uses. Residential, commercial and special uses dominate the frontage of Michigan Road along with scattered parcels of vacant land (see Map 2).

Frontage properties from 38th Street to 42nd Street are dominated by special uses such as the Indianapolis Museum of Art on the west side of the road and Crown Hill Cemetery on the east. From 42nd Street northward to 51st Street (also Grandview Drive), the land uses represent very low intensity. A few single-family residences on large parcels are located from the 4600 block to the 5100 block. However, the stretch from 42nd Street to Cold Spring Road is dominated by a special use, being the St. Maur Theological Center property which is largely undeveloped.

The portion of Michigan Road from 51st Street (also Grandview Drive) to Kessler Boulevard is much more developed than the portion south of this area. The majority of the development in this section is either residential or special uses such as churches. The intersections at 51st (Grandview) and Kessler, however, sport some commercial uses both of the general retail type, as well as auto-related. Multi-family residential uses along this stretch are located on the west side of Michigan Road from the 5200 block to the 5500 block. The frontage properties from Kessler to the 60th Street intersection are primarily commercial with single-family residential uses, abutting these properties, located behind.

The only industrial use in the corridor study area is Apex Ventilating at 2216 West 60th Street. The west side of Michigan Road from 60th Street to the 6200 block is dominated by commercial uses intermixed with two churches and a few residences. The east side along this stretch contains single-family residential uses and one church.

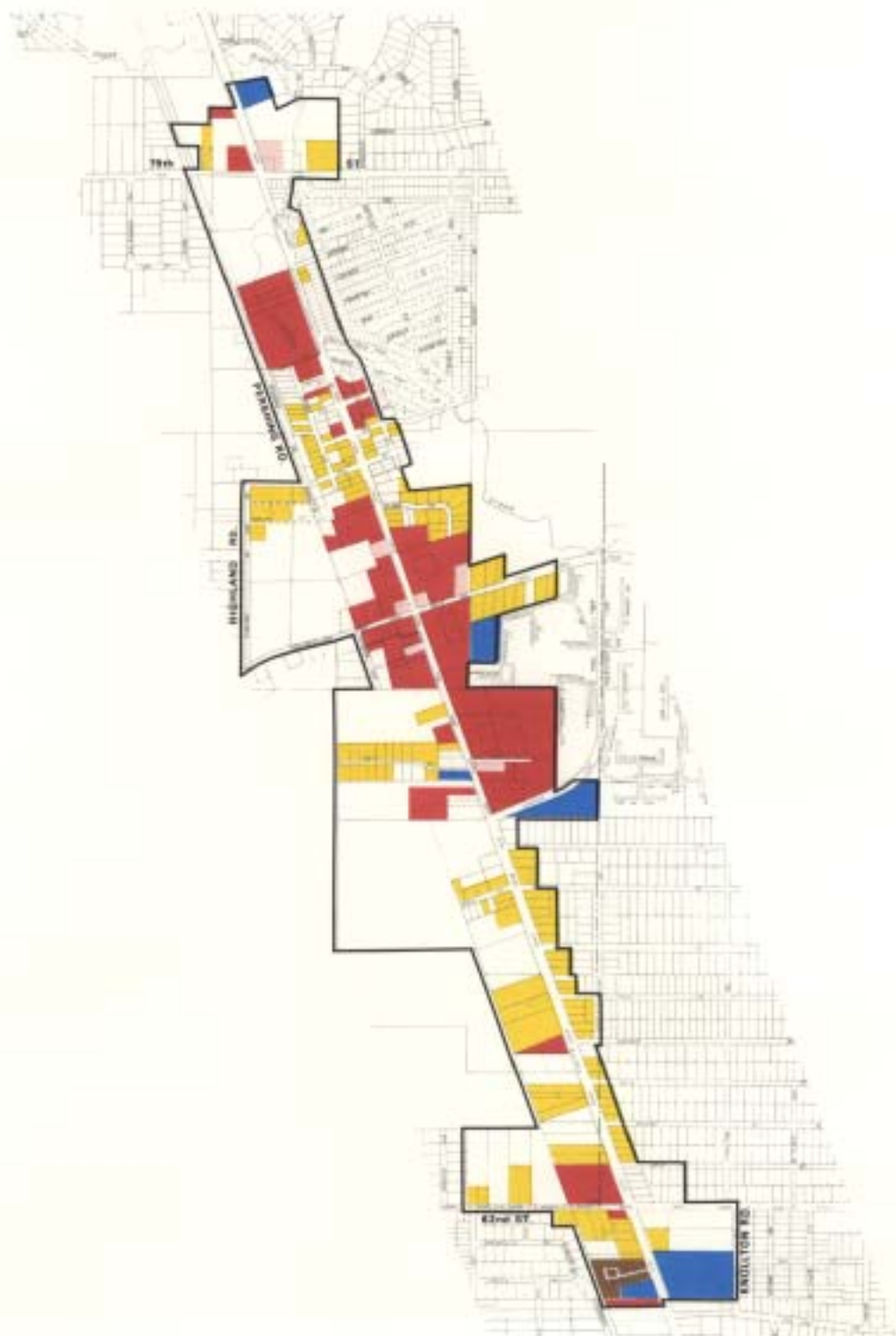


### Subarea One





Subarea Two





Land use from the 6200 block northward to Township Line Road is almost exclusively single-family residences with some vacant land dispersed along the west side. From Township Line Road north of Westlane Road, the land is solidly commercial on the east side with numerous enterprises forming a major commercial center. The west side along this stretch from the 6800 block to the 7100 block is a mix of single-family residential, commercial and vacant land. The 7100 block to Westlane Road on the west side is also dominated by commercial uses.

Michigan Road from Westlane Road northward to the 7400 block is dominated by commercial uses on both sides of the road. The 7300 block to just beyond the 77th Street intersection is within the old town of Augusta and has numerous "older" structures, both residential and commercial. The area from 75th Street to the 79th Street intersection is a mix of commercial on the west side, and vacant property with a few single-family residences on the east side. The northernmost use within the study area is the Humane Society of Indianapolis at 7929 N. Michigan Road. In summary, the Michigan Road corridor contains significant amounts of commercial, residential and special uses along with substantial amounts of vacant land yet to be developed.

## 2. Building Conditions

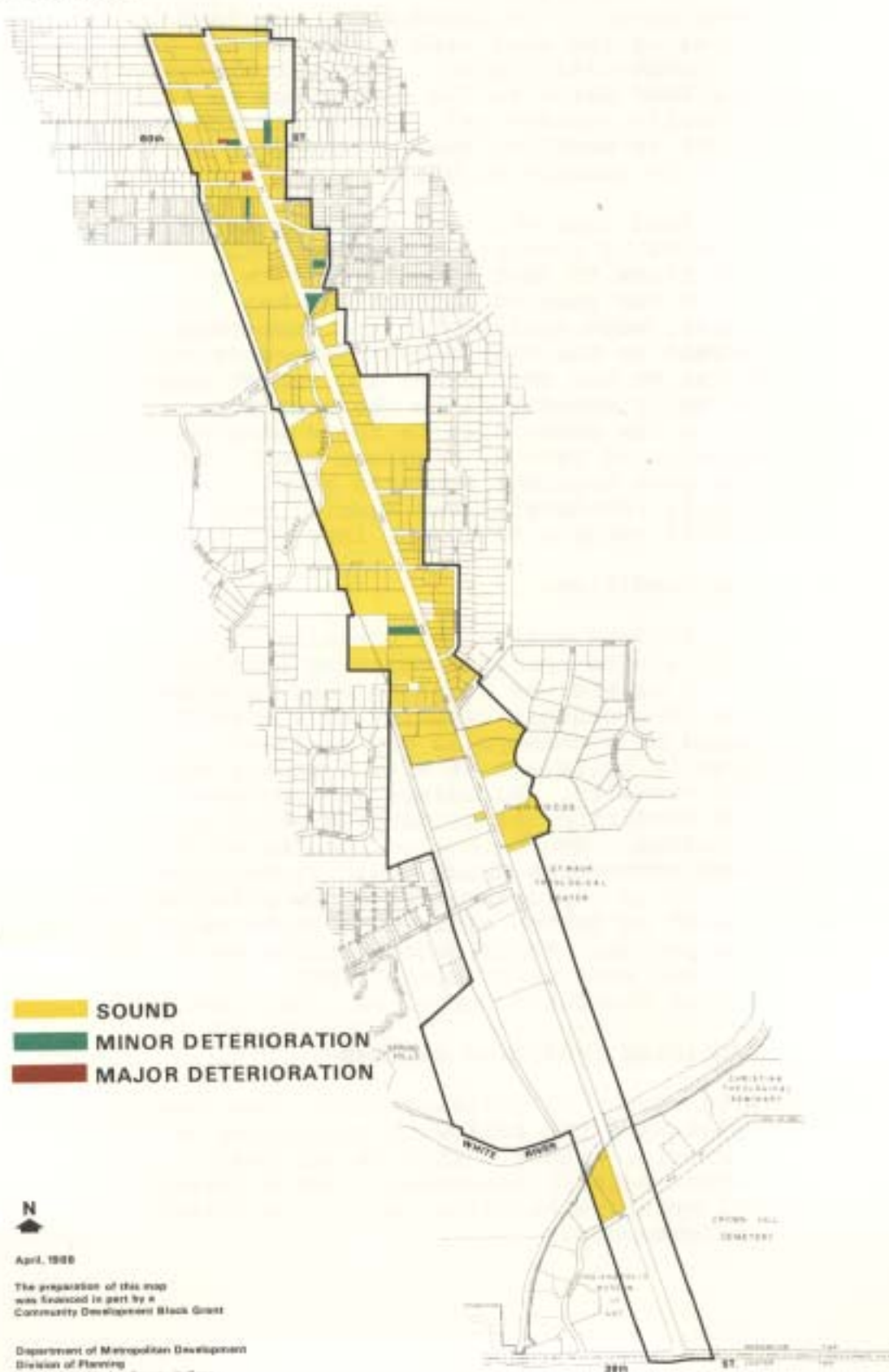
Subarea planners within the Division of Planning have conducted a site-specific building conditions survey of all structures within the Michigan Road Corridor study area. Although the economic vitality of a corridor can be determined by a commercial and residential vacancy rate, the condition of buildings is also a factor determining such economic vitality. Buildings are designated as being either in sound condition, minor deterioration or major deterioration. Those in minor states of deterioration represent structures which could be repaired with little effort such as replacement of a few shingles, new paint, replacement of broken windows or replacement of crumbled concrete paving. Major deterioration would be those more severe cases such as a sagging roof, holes in the building surface, or foundation problems, etc. (see Map 3).

### Building Condition Ratings

The survey of building conditions conducted for this plan used the following categories as guides for an exterior rating. This is not meant to be an architectural assessment, but a general visual estimate of relative building conditions present in the neighborhood.

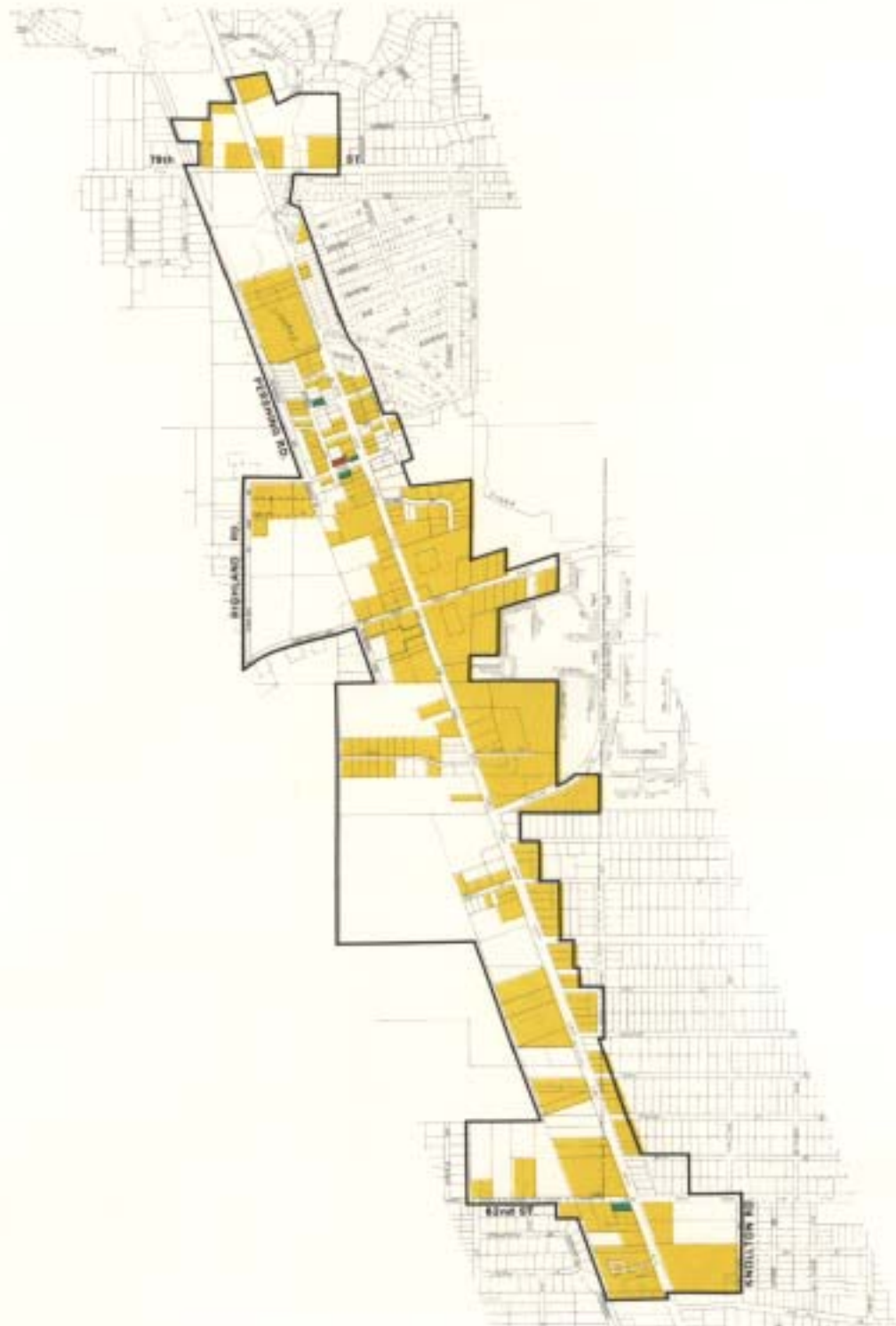


### Subarea One





## Subarea Two





#### SOUND

- Satisfactory or needs "handy man" operations.
- A primary structure that is adequate for its use or could be made so with a few relatively simple maintenance activities such as paint with little preparation or patching.

#### MINOR DETERIORATION

- Some lack of maintenance resulting in deterioration of the building.
- A primary structure that appears structurally stable, yet requires maintenance involving more considerable time, effort and materials, such as paint with extensive preparation, doors or windows in a dilapidated condition, gutters in need of replacement or repair.

#### MAJOR DETERIORATION

- Hazardous neglect of the structure.
- A primary structure that requires structural correction and/or replacement of surface materials. Examples are: settling or crumbling foundations; leaning walls or chimneys; sagging of roof; extensive rotting of wood; loose masonry; doors or windows missing; minor fire damage.

#### SUBSTANDARD

- Beyond repair.
- A primary structure not fit for use due to structural deterioration (e.g., section of wall or roof missing, extensive fire damage, more than one major structural deterioration factor).

As of June, 1987 there were approximately 364 total buildings within the Michigan Road Corridor study area. Of these 364, only ten showed minor deterioration which is 2.7 percent. Only three show signs of major deterioration which is only 0.8 percent. In total less than four percent of the structures within the Michigan Road Corridor study area show any measure of deterioration. Thus, the quality of structural conditions in the corridor is very good.

### 3. Transportation:

#### a. Streets:

Michigan Road is classified as a primary arterial from 38th Street through 79th Street. The primary arterial classification denotes that the road is used for a great deal of traffic moving through the area. Therefore, a lower percentage of traffic on Michigan Road has originated from uses located along the corridor. Other primary arterials in the Michigan Road study area include 38th Street and Kessler Boulevard on the east side of Michigan Road.

There are two secondary arterials which intersect the study area. These are Kessler Boulevard on the west side



# MICHIGAN ROAD CORRIDOR PLAN

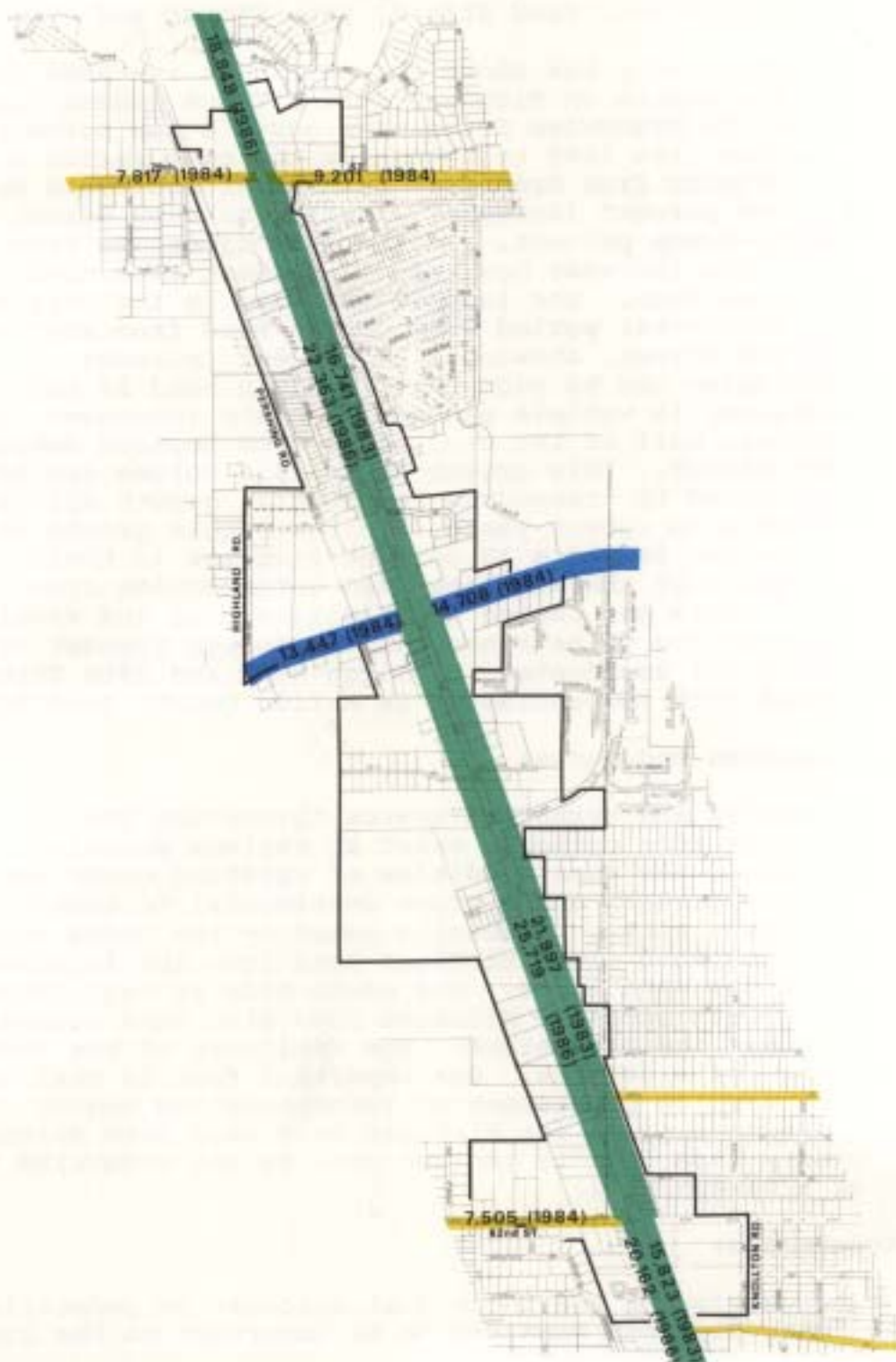
## MAP 4 /EXISTING FUNCTIONAL CLASSIFICATIONS & TRAFFIC COUNTS

Subarea One





# Subarea Two





of Michigan Road along with Westlane Road as it intersects. Secondary arterials demonstrate a lower percentage of "through" traffic and a higher percentage of "local" traffic compared to the primary arterials.

Roads which act as a source for the traffic on primary and secondary arterials are classified as collectors. These include 42nd Street, Cold Spring Road, Grandview Drive, Fox Hill Drive, 62nd Street, 64th Street and 79th Street.

Recent history has shown a significant increase in the traffic counts on Michigan Road. These counts from 38th Street to Grandview Drive have shown a six percent increase from 1983 to 1986. In the same period of time, the stretch from Grandview to Kessler Boulevard has shown a seven percent increase. Kessler to 62nd Street is up by twenty-seven percent. In the same timeframe from 1983 to 1986, the increase has been 17 percent from 62nd Street to Westlane Road. The largest increase in the corridor over the three-year period is Michigan Road from Westlane Road to 79th Street, showing a 34 percent increase. The conclusion can be made that Michigan Road is experiencing increases in vehicle use and dramatic increases in the northern half of the study area from Kessler Boulevard to 79th Street. This growth in traffic volume can be attributed to tremendous residential growth within Pike Township in recent years. In fact, this growth in traffic volume has led to a 30 percent increase in traffic accidents at the Westlane Road intersection from 1984 to 1986. This has caused the Michigan Road and Westlane Road intersection to be ranked as the fourth highest in Marion County for accidents. Michigan Road and 38th Street is ranked 30th for accidents in Marion County (see Map 4).

#### b. Sidewalks and Curbs:

Sidewalks and curbs are scarce throughout the corridor. Although some curbs do exist at various parcels in the corridor, the poor condition of existing curbs and general lack of curbing could prove detrimental to pedestrians and motorists alike. Sidewalks exist on the north side of Westlane Road along Michigan Road from the intersection to about the 7300 block. The south side of this intersection along both sides of Michigan Road also have sidewalks down to about the 7100 block. The remainder of the corridor is devoid of sidewalks. One important fact is that when the Indianapolis Department of Transportation begins its widening project for Michigan Road from 38th Street to the county line it will include curbing and sidewalks for all of Michigan Road.

#### 4. Streetscape:

The perception of the individual motorist or pedestrian regarding Michigan Road can be as important as the land use,



building conditions and transportation facilities. As the individual lives near, travels through or works in an area, he or she develops an overall perception of the quality of that area. The following comments are, therefore, appropriate:

- The southern third of the corridor from 38th Street to Grandview Drive represents a visually pleasing streetscape with various open spaces, well-buffered housing and the White River. The view here is not oppressive with unnecessary signs or billboards and it has tremendous amounts of landscaping.
- The next third, progressively moving northward, from Grandview Drive to 62nd Street is a mixture of many different types of residential and special uses. This has caused some visual chaos from Grandview to Kessler Boulevard. However, the first commercial node from Kessler to beyond 60th Street has some serious disinvestment problems and inappropriate uses which have a negative impact on the motorist's perception of this section of Michigan Road.
- The northernmost third of the Michigan Road Corridor study area contains, first, the residential stretch from 62nd Street to 69th Street which is pleasant with well-kept homes. However, 69th to 79th is an intense array of commercial uses ranging from conversions from residential structures to large shopping centers. Many cases of unnecessary signs, unscreened dumpsters and landscaping deficiencies exist.

#### 5. Existing Zoning:

The following section of the plan details the existing zoning on the Michigan Road Corridor. Zoning is a critical aspect to the revitalization of the corridor. The proper zoning of the area, in conjunction with the land-use plan and design standards, can properly direct growth. Currently the zoning along Michigan Road includes 23 different zoning classifications (see Map 5). They are:

##### a. Dwelling Districts:

D-S Dwelling Suburban - Single-family only. Located in areas of extreme topography, conducive to estate development, or requiring low densities.

D-1, D-2 - Located in suburban areas with moderate topography, good thoroughfare access, and served with neighborhood and community services. They are single-family, low-density patterns with two-family dwellings permitted in D-2 on corner lots only.



D-3 - Located in medium-density single-family areas with relatively flat topography, good thoroughfare access, and close association with neighborhood and community facilities. Two-family dwellings permitted on corner lots only.

D-5 - Located in urban developed areas of medium-high density single-family with urban services and utilities. Attachment to public or semi-public water and sanitary facilities mandatory. This is the smallest single-family lot size permitted, and two-family dwellings are permitted on corner lots only.

D-6 - Located in suburban areas of single-family cluster development or low-density, multi-family use. Proximity to major thoroughfares, sewers and school facilities are necessary.

D-6 II - A low-density, multi-family development to be used as a transition between high and low-intensity uses. Proximity to major thoroughfares, sewers and school facilities are necessary.

D-7 - A medium-density, multi-family development located throughout the metropolitan area and associated with primary traffic generators. Requires superior street access and public facilities.

b. Commercial Districts:

C-1 Office Buffer District - Exclusive office district used as a transitional use or buffer between residential uses and more intense commercial uses.

C-3 Neighborhood Commercial District - Permits a complete range of indoor retail sales, personal, professional and business service uses for a neighborhood. Outdoor tables or seating is not permitted.

C-4 Community-Regional Commercial District - Permits major business groupings and regional shopping centers and limited outdoor activities. Most C-1 and C-3 uses as well as department stores are permitted.

C-5 General Commercial District - Characterized by commercial uses with outdoor operations which should be grouped on heavy commercial thoroughfares and should never be located adjacent to residential districts. Only items for sale, lease or rental are permitted for outdoor display. Most uses in C-1, C-3 or C-4 are permitted.

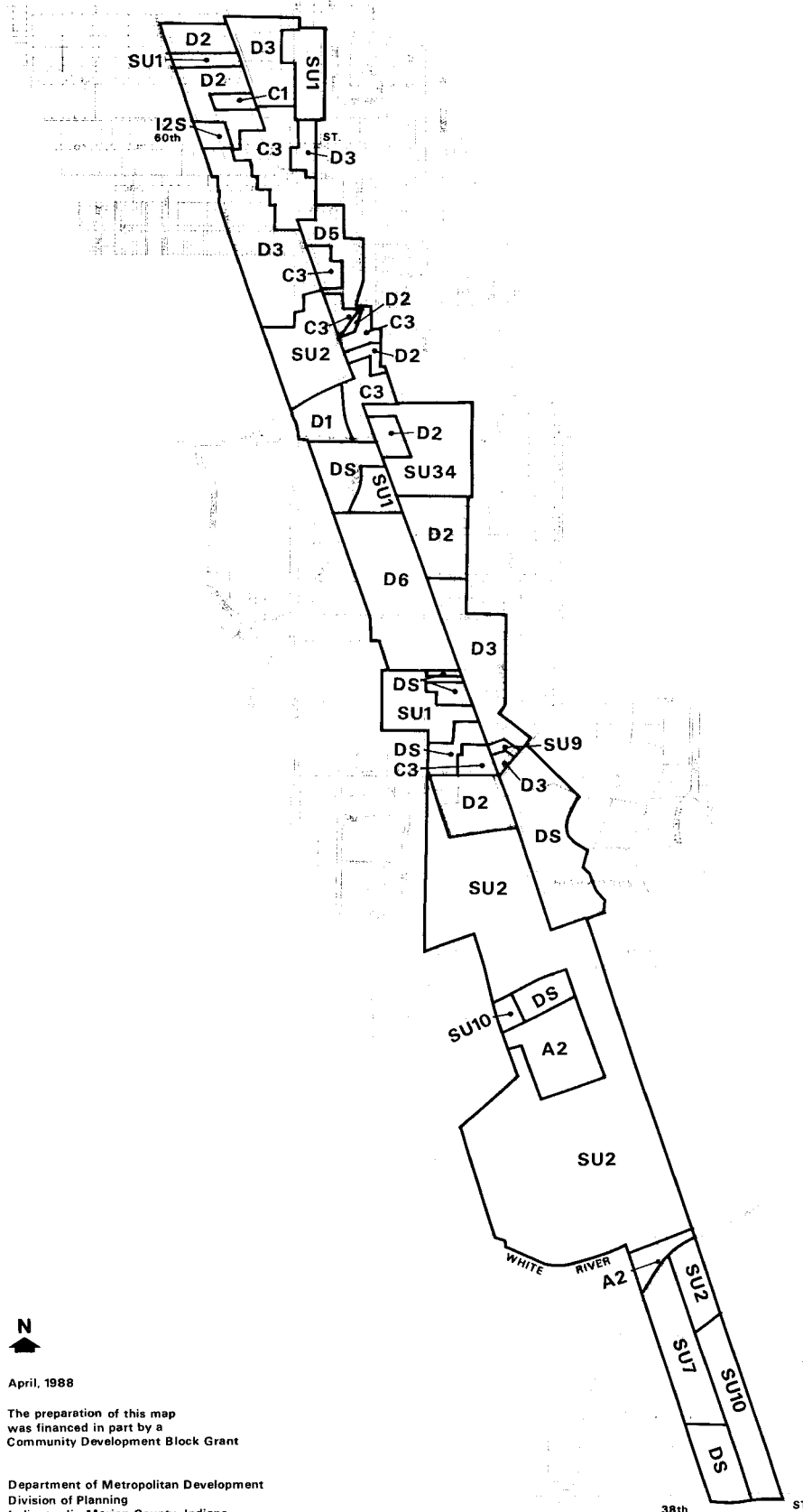
C-S Special Commercial District - Permits a combination of uses in a planned complex and requires Metropolitan Development Commission approval of plans.



# MICHIGAN ROAD CORRIDOR PLAN

## MAP 5/EXISTING ZONING

### Subarea One



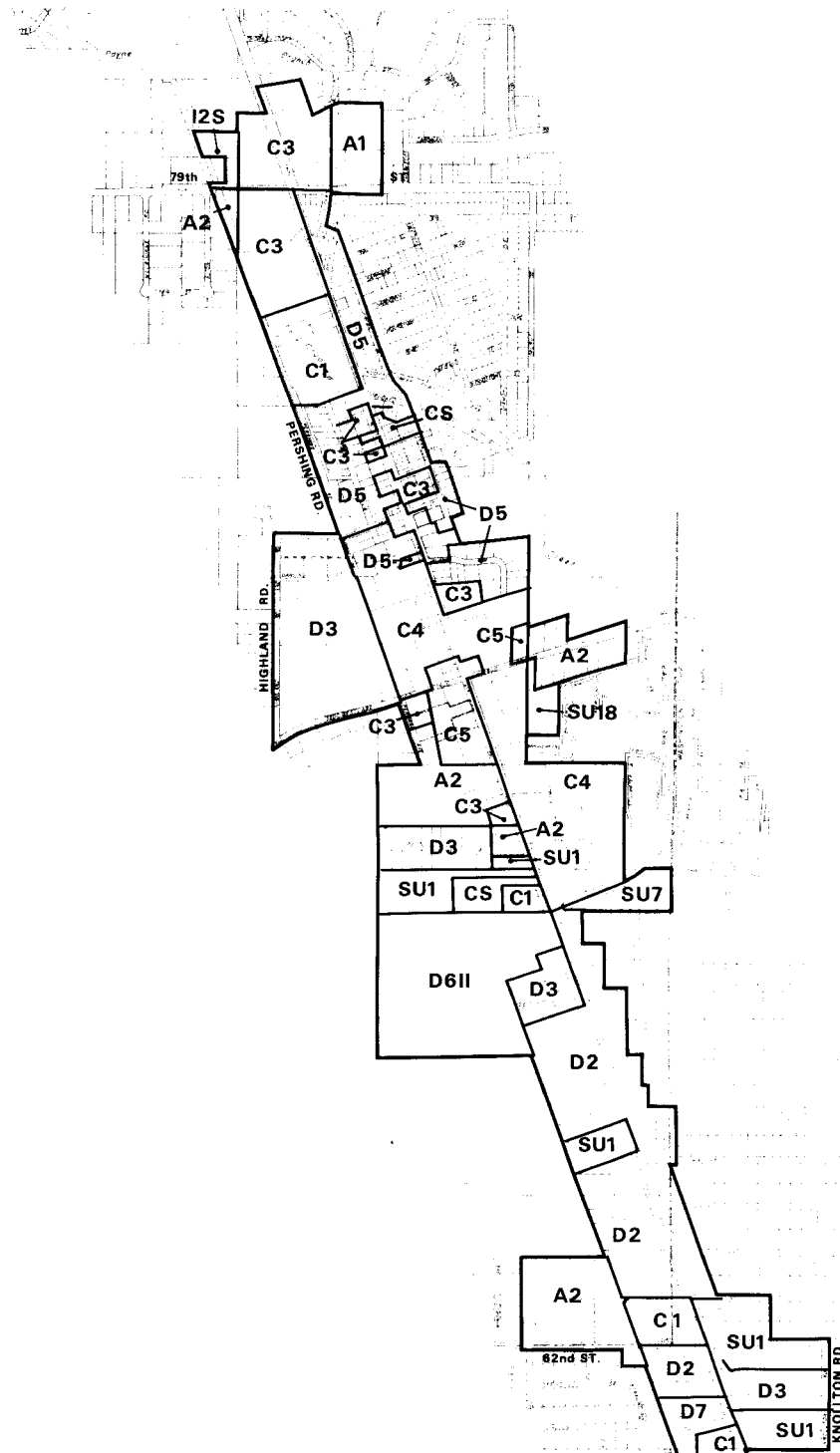
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## Subarea Two





c. Industrial Districts:

I-2-S Light Industrial Suburban District - A light industrial district which may serve as a buffer zone between residential and heavy industrial areas. Outside storage must not exceed 25% of the gross floor area and must be completely screened if adjacent to residential areas.

d. Special Use District:

SU-1 - Churches

SU-2 - Schools

SU-7 - Charitable and philanthropic institutions

SU-9 - Buildings and grounds used by any department of town, city, township, county, state or federal government.

SU-10 - Cemeteries

SU-18 - Power and Light Substation

SU-34 - Club rooms, fraternal rooms or public ballrooms.

e. Agricultural Districts:

A-1 District - Permits commercial greenhouses, plant nurseries, field crops and the sale of agricultural products produced on the premises.

A-2 District - Permits all A-1 district uses, orchards, grazing of livestock, barns, storage buildings and fences essential to agricultural enterprise.

A detailed account of the location of existing zoning along Michigan Road is examined in the following text. Location regarding accessibility and surrounding land is the key factor in determining appropriate uses and appropriate zoning classifications for a specific parcel.

The southern boundary of the Michigan Road Corridor study area is 38th Street. Northeast of this boundary, to 42nd Street, is zoned SU10, specifically, Crown Hill Cemetery. The west side of the corridor, from 38th Street to the canal, is zoned D5 and SU7. The Indianapolis Museum of Art occupies this site, thus the Special Use classification. The D5 classification on the corner of 38th Street, surrounded by the SU7 district, is inconsistent with the current use and will be recommended for rezoning in the future. Agricultural zoning, A2, exists on both sides of the road between the canal and the White River. Development is not likely in this area, so an open spaces designation would be a more appropriate classification.



Michigan Road divides the St. Maur Theological Center and vacant property north of the White River which is zoned Special Use 2, from the White River to just north of Cold Spring Road on the east, and to 51st Street to the west. Locations west of Michigan Road and near the SU2 are zoned D2, D5, SU10 and A2. This A2 district is out of the flood plain of the White River, and will probably be developed sometime in the future. A DS classification is located from the 4600 block of the east side to Grandview Drive. The DS classification denotes large, suburban lots, conducive to estate developments.

The zoning designations from the corner of Grandview Drive and east of Michigan Road are D3 and SU9. Currently the D3, a Dwelling District classification, is occupied by a radiator repair shop. This use is inappropriate given the surrounding area and the D3 zoning designation. Immediately north of the repair shop is a Washington Township Fire Department facility, correctly zoned SU9.

Continuing north and east, three Dwelling Districts front Michigan Road. These districts, in order from south to north are, D2, D3 and D2. The previously mentioned classifications, in order, reach just north of Oles Drive, where another Special Use begins. This Special Use, the Northpark Masonic Temple, zoned SU34, is located on the east side of Michigan Road directly across from 56th Street. Contained within the Temple's boundaries is an area zoned D2 for single-family residences.

Regressing south to 51st Street, a C3 zoning classification is located on the northwest corner of 51st Street and Michigan Road. The existing uses are two very low intensity commercial uses that will probably be recommended for residential in the future. Dwelling district classifications, D5 and D6, extend north of the C3 to Kessler Boulevard, with two exceptions.

Two churches, the Crooked Creek Baptist Church and Witherspoon United Presbyterian Church, are mixed among the dwelling districts and are appropriately zoned SU1. The northeast, southeast and southwest corners of the Kessler Boulevard and Michigan Road intersection are zoned C3. This classification extends south to 56th Street on the west side of Michigan Road. The area further west of Michigan Road and the frontage C3 district, between Kessler Boulevard and 56th Street is zoned D1 and SU9, respectively. These single-family residences and the fire station are all zoned to allow the existing uses.

North of Kessler Boulevard and east of Michigan Road begins an area of more intense uses, dominated by the C3 neighborhood commercial district. This area, with the exception of three small intrusions of dwelling classifications, extends beyond 60th Street. This side, east of Michigan Road,



contains gas stations, fast food restaurants and small shops, to name a few. These uses are permitted in the neighborhood commercial zoning classification.

The west side of Michigan Road, north of Kessler Boulevard, is the location of Crooked Creek Elementary School, zoned appropriately SU2. North of the school is zoned for medium density, single-family residential, which is correct for the properties not fronting Michigan Road. The parcels bounding the road are currently commercial uses. Appropriate zoning, reflecting the appropriate uses, will be addressed later in this document in the Zoning Plan, thus coordinating existing use and the zoning classification.

The only industrial use along the corridor is located on the northwest corner of the Michigan Road and 60th Street intersection. This I-2-S, Light Industrial classification, specifically Apex Ventilation, is confined to the site. Despite it standing as an industrial use in the area it is unlikely that more industrial uses will be permitted along the corridor. The Michigan Road and 60th Street intersection is dominated by the C3 district, although two existing uses should only be allowed in a C5 or C7 district (i.e., outdoor display and storage). Therefore, either the zoning will have to change or the uses in the area will have to comply with the zoning regulations. Rezoning these parcels to C5 will not likely occur. The C5 is very broad and the most inclusive zoning classification currently on the corridor. This zoning designation could possibly allow undesirable uses (given this location) such as auto repair and uses requiring outdoor storage.

North of this intersection are two zoning districts. The first district fronts Michigan Road to the east. This D3 district runs from the northern boundary of the commercial district (just north of 60th Street) to just north of Fox Hill Road. A vacant lot, zoned SU1, is directly east of the D3 district. The lot is narrow and deep, with poor access thus making development difficult. The church zoning district could provide an acceptable use for this site.

The west side of Michigan Road, north of the 60th Street intersection, to 62nd Street is dominated by the D2 dwelling district. The three zoning classifications located within this D2 district are C1 commercial, Progressive Missionary Baptist Church, zoned appropriately for the church use being SU1, and a D7 district around Fox Hill Court. Directly south of the D7 at Fox Hill Court, is a parcel zoned C1, yet the current land use is the Emmanuel Temple Pentecostal Church. This zoning district is inconsistent with the current use, thus the classification should be corrected. The commercial use in this area is the Kiddie Kollege Nursery and Kindergarten at 6080 N. Michigan Road. Continuing north, on the east side of Michigan Road, north of Fox Hill Road, is another SU1, specifically Saint Monica Church and School,



followed by a D3 residential area. Further north is yet another SU1 zoning district. This area is located directly east of the 62nd Street intersection and is currently vacant.

The land from 63rd Street to Township Line Road on the east side of Michigan Road, is a D2 dwelling district. This zoning classification is consistent with the current land use. The west side of Michigan Road, north of 62nd Street starts with a commercial district. The Northwest corner is currently a bank and a children's day care center. These uses are properly zoned. An agricultural district fronts on 62nd Street and is currently residentially used. This zoning classification should be changed to reflect the land use, as with all the agricultural districts in the study area.

Dwelling districts extend along the west side of Michigan Road from the bank, at the corner of 62nd Street and Michigan Road, to just north of 66th Street. One vacant parcel, zoned SU1, bisects this stretch of residential uses. A large area of D6-II is located on the west side of Michigan Road across from the Township Line Road intersection. This is the proposed site for the extension of Cooper Road, thus the multi-family classification is appropriate for most of this area. Directly north is a vacant lot, zoned C1, adjacent to a parcel zoned CS for a personal storage facility. West of these uses is a wooded area zoned SU1, coinciding with the Northside Church of the Nazarene, located north of the storage facility.

Fronting on the west side of Michigan Road, just north of 69th Street is an agriculturally zoned parcel. As mentioned previously, agricultural land is not likely to remain on this corridor. This classification should be recommended for change. Behind the Agricultural district, west, is designated D3. Bisecting 69th Street is this D3 District, which is appropriate for the current residential use.

Continuing along the west side of Michigan Road, there is a small C3 district, specifically a vegetable stand and a large agricultural district. Fronting on the south side of Township Line Road is a SU7 district, for charitable and philanthropic institutions. This site is housing for handicapped persons and is properly zoned. North of Township Line Road on the east side of Michigan Road begins the most intense uses along the corridor.

A C4 district extends from Township Line Road to north of Westlane Road. The uses in this area include Target, Kroger, White Castle and Marsh, to name a few. Westlane Plaza is on the southeast corner of the Westlane and Michigan Road intersection. Behind Westlane Plaza is a power substation, correctly zoned SU-18. Fronting the south side of Westlane, east of Michigan Road, is an area zoned A2, however the current land use is residential.



South of Westlane Road, fronting on the west side of Michigan Road is an area characterized by fast-food and auto-related uses. This area is zoned C5, the most inclusive zoning classification on the corridor. It can be advantageous to limit this classification to limit outdoor storage. Further west is a small shopping plaza zoned C3. The area directly north of Westlane Road is also dominated by commercial uses. The northwest and northeast corners of the Michigan Road and Westlane Road intersection is zoned C5. This C5 zoning classification is not necessary here where two gasoline/service stations occupy these sites. Another C5 district is located east along Westlane Road. This zoning, like the previous case, is not appropriate since the current use is retail in nature and could operate in a C4. Since the C5 classification is not needed for the existing uses to operate, it should be downzoned to a C4 classification. If the C5 remains the possibility of more intense uses with great amounts of outdoor storage exists. Immediately east of this use are residences currently and incorrectly zoned A2. Michigan Road is bounded, north of Westlane Road, by C4 zoning and uses. Further west of this C4 district is zoned D3 and is mostly vacant. The C4 zoning extends, west of Michigan Road, to 75th Street with one exception. A D5 district exists across from Hiland Drive; this parcel fronts Michigan Road and will probably be difficult to maintain as residential. East of Michigan Road is another shopping plaza zoned C4. Directly north of this is an area zoned C3, then D5 following Hiland Drive. The D5 zoning fronting Michigan Road is likely to receive much developmental pressure and will likely be converted to a commercial classification.

The Augusta area, from approximately 75th Street to the 7800 block is mixed with commercial and residential uses. West of Michigan Road are C3 and D5 districts. The C3, restricted to those properties bounding Michigan Road, extend from 75th Street to one parcel north of 76th Street. One lot south of 77th Street and the five lots north of 77th Street are all zoned C3. These commercial uses consist mainly of smaller shops, etc. The dwelling district, D5, is located west of the C3 districts. The frontage properties, not already commercially zoned, should eventually be rezoned for light commercial to reflect these uses. This is also true for the east side of Michigan Road in the Augusta area. On this side of the road, C3 exists from Hiland Drive to 76th Street, except for one parcel north of 75th Street. This parcel and the 7600 block of Michigan Road are all zoned D5 residential. North of 77th Street is a CS, Special Commercial District, that includes most of the block. This is appropriate for the existing land use.

Continuing north on the east side of Michigan Road to 79th Street, is zoned D5, dwelling district. The corner of Michigan Road and 79th Street is currently all commercially zoned except for this D5 on the southeast corner. The pressure for commercial uses could possibly be too great at



this location for it to remain residentially zoned over the long term.

North of Crooked Creek, west of Michigan Road and south of 79th Street, is a large area zoned C1. Office uses occupy two buildings on this site. The zoning, C1, and the use (offices) are consistent and appropriate. North of these offices is an area of relatively new construction zoned C3. A shopping plaza is located on the southwest corner of the 79th Street and Michigan Road intersection. A small piece of agriculturally zoned land is located west of the new development, in an area that is used residentially. This zoning is inappropriate since an agricultural use is unlikely to return to this location.

North of 79th Street, on both sides of Michigan Road, is land currently and correctly zoned C3, for commercial uses around the intersection. This C3 extends to the northern boundary of the study area. West of Michigan Road, and west of the C3 area is a small plot zoned I2S. This lot is currently vacant and should probably be rezoned to keep industrial uses out of this location. An agriculturally zoned area is located east of Michigan Road and east of the C3 commercial district. This property fronts 79th Street and is currently not being used agriculturally, thus the A1 designation should not be maintained. A section of the Indianapolis Humane Society at 7929 North Michigan Road is within the C3 district and should be zoned SU7 similar to the remainder of the facility.

#### 6. Neighborhood Organization:

The Michigan Road corridor has several active neighborhood organizations which intersect its boundaries. The Crooked Creek Community Council contains all of the corridor study area from the White River northward. The Pike Township Residents Association contains all of the corridor within Pike Township (north of 62nd Street). Highland-Kessler Civic League takes only the east side of Michigan Road from the White River to Kessler Boulevard. The Crooked Creek Civic League operates only on the west side from Cold Spring Road to Kessler Boulevard. Foxhill Manor Civic Association has its boundaries only on the east side of Michigan Road from 60th Street to 62nd Street. The Town of Spring Hill has its boundaries only on the west side of Michigan Road from the White River to Cold Spring Road. Finally, the Butler-Tarkington Neighborhood Association only occupies the region at Crown Hill Cemetery and the Christian Theological Seminary south of the White River.



## MICHIGAN ROAD WIDENING PROJECT

What is the project?

The Indianapolis Department of Transportation will be undertaking a widening project of Michigan Road in the early 1990's. In so doing, the Department of Transportation has worked closely with a consulting firm (Howard, Needles, Tammen and Bergendoff - Architects, Engineers and Planners based in Indianapolis). HNTB has prepared an Environmental Assessment Project to be used as a guide for the widening project. The following is a summary of this Environmental Assessment identifying the project's effect on transportation, land use and safety:

Michigan Road will be widened to two lanes moving in each direction and one center turn lane from 38th Street to 96th Street for a total of 7.35 miles. Existing right-of-way is 100 feet from 38th Street to just south of 86th Street. A 16-foot median and two 27-foot wide sections to comprise a total of 70 feet for the roadway will be constructed. Five-foot sidewalks will be installed on each side of Michigan Road with a five-foot grass strip to each side of both sidewalks. Two-feet on the outside of the roadway on each side will be used for curb and gutter sections.

Principal intersections requiring raised medians for the approaches, left turn lanes, and traffic signals include:

1. 38th Street
2. 42nd Street
3. Cold Spring Road
4. Grandview Drive
5. Kessler Boulevard
6. 60th Street
7. 62nd Street
8. Township Line Road
9. Westlane Road
10. 79th Street
11. 86th Street
12. Vincennes Road
13. 92nd Street

A raised median will be installed from Township Line Road northward to Hiland Drive with cuts at 69th Street and 71st Street and where necessary.

Why is the project being undertaken?

Numerous complaints of congestion, high accident rates and the disinvestment problems within the corridor have created the need to improve this major north-south thoroughfare. The Department of Metropolitan Development, Division of Planning's



Transportation Planners rate the level of service for most major intersections throughout Marion County. These levels of service are rated "A" through "F." According to the Highway Capacity Manual, Special Report 209 compiled by the Transportation Research Board -- National Research Council in Washington, D.C. 1985:

The concept of levels of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst.

Level-of-service definitions -- In general, the various levels of service are defined as follows for uninterrupted flow facilities:

-- Level-of-service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

-- Level-of-service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the Traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

-- Level-of-service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

-- Level-of-service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small



increases in traffic flow will generally cause operational problems at this level.

-- Level-of-service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

-- Level-of-service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-of-service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and the level-of-service F is an appropriate designation for such points.

The Department of Metropolitan Development, Division of Planning's Transportation Planners use the aforementioned levels-of-service, accident rates, accident counts and other variables to assist the Department of Transportation in their process of determining future transportation related improvements. Michigan Road currently possesses numerous transportation problems including a declining level-of-service, increasing number of accidents and an increasing accident rate.

The intersection of Michigan Road and 79th Street was ranked seventh in Marion County for accident rate in 1985. This intersection showed an accident rate of 4.08 per 1,000,000 entering (the intersection) vehicles which is a 160 percent increase over 1982. The number of accidents in this intersection increased, over the same time period, by 173 percent and the level-of-service was an A in 1982 and declined to an E in 1985.

The intersection of Michigan Road and Westlane Road was ranked ninth in Marion County for accident rate in 1985. This intersection showed an accident rate of 3.23 which is a 99 percent increase over 1982. The number of accidents in this intersection increased, over the same time period, by



106 percent. The level-of-service of this intersection was an E in 1982 before being upgraded to an A in 1983 after improvements were made. By 1985, however, the level-of-service had declined to a C.

The intersection of Michigan Road and 38th Street was ranked forty-third in Marion County for accident rate in 1985. This intersection showed an accident rate of 2.21 which is a 53 percent increase over 1982. The total number of accidents in this intersection increased, over the same time period, by 63 percent. The level of service has remained a D from 1982 through 1985.

Although most of the major intersections throughout Michigan Road have shown an increase in both the number of accidents and accident rates, the intersection of Michigan Road and Kessler Boulevard has shown a decrease in both from 1982 to 1985. The level-of-service, however, has remained steady at an E.

What effect will the project have on Michigan Road?

Michigan Road is often used as a primary route for emergency vehicles. The proposed four-lane roadway will provide better maneuverability for emergency vehicles, allowing them to pass stopped traffic without using the opposing travel lane. The widening project will, however, cause a slight increase in the noise level. This increase in noise level due to the proposed roadway is estimated to be around three to four decibels. This is considered a slight increase over current noise levels.

Convenience and safety for the Metro bus lines traveling Michigan Road will also be increased. Metro currently uses Michigan Road for both an all day route and a morning and evening express route. Presently buses use the shoulder of the roadway during stops and either the shoulder or travel lane to accelerate to speed. Merging in and out of traffic causes delays. The new four lane roadway will allow for easier merging into the traffic stream and will allow faster auto traffic to overtake stopped, slow moving or accelerating buses. Delays of both autos and buses will, therefore, become less lengthy and more safe.

It is estimated that the fuel consumption of vehicles using the roadway will decrease for the proposed roadway compared to the existing situation. The proposed roadway will not have a significant impact on air quality. The National Ambient Air Quality Standards for one hour carbon monoxide concentrations have been established at 35 parts per million (ppm). The maximum amount of pollutants along Michigan Road is estimated to be 2.2 ppm for the year 2010 build alternative. Therefore, the statement can be made that the carbon monoxide levels predicted along Michigan Road will be well below the National Standards.



The possibility of integrating bicycle paths within the Michigan Road corridor was investigated. It was determined that bicycle paths would not be practical or desirable due to the extremely high volume of conflicts with motorized vehicles due to intersections and driveways.

The Michigan Road corridor contains quite a few historical structures. The widening project will cause some to be located very close to the curb of the roadway. The Toll House, at 4702 Michigan Road and built in 1866, will be approximately 15 feet from the outside edge of the curbline. The Aston Inn, at 6620 Michigan Road and built in 1852, will be approximately 40 feet from the outside edge of the curbline. The Boardman House, at 7718 Michigan Road, built in 1834 and currently Ewing's Antiques, will be approximately 13.5 feet from the outside edge of the curbline.

It is anticipated that the improvements to Michigan Road will increase the marketability of the entire thoroughfare. The widening project is expected to stimulate regrowth in areas suffering from disinvestment. The improvements will allow easier access to the newly populated areas in Pike Township and should, therefore, increase the amount of through traffic. This would, in effect, increase the customer exposure to the corridor. Property values are then expected to increase for commercial property, especially in the economically depressed areas of the Michigan Road corridor.

Transportation Planners with the Department of Metropolitan Development, Division of Planning have used forecast models which include estimates of future population, households, income, employment and auto ownership to forecast future traffic volumes. The socio-economic variables input into the models are based on projected future development along with past and present growth trends in the area. This model assumes Michigan Road is a four-lane facility. The following is the Transportation Planners' projected daily traffic counts for the year 2005 and the percentage increase from the traffic counts of 1986 to the 2005 projections:

<u>Location</u>	<u>2005 Projection</u>	<u>Percent Increase</u>
38th Street to 51st Street/Grandview Drive	28,191	34%
51st Street/Grandview Drive to Kessler Blvd.	28,191	69%
Kessler Boulevard to 62nd Street	34,095	69%
62nd Street to 71st Street/ Westlane Road	34,721	35%



71st Street/Westlane Road to 79th Street	36,592	64%
79th Street to 86th Street	35,018	86%
86th Street to I-465	46,612	59%
I-465 to 96th Street	46,612	50%



## DEMOGRAPHIC SUMMARY

A great deal can be determined through the demographic analysis of a corridor. Knowledge of an area's people, their age, sex, race, marital status, educational attainment, etc. can assist shopkeepers and businesspeople with their decision regarding what types of products or services should be provided.

There are currently six census tracts intersecting the Michigan Road Corridor Plan study area. The census data and census tract boundaries have been provided for 1980 by the United States Bureau of the Census. The following is a description of the location of the six census tracts intersecting the Michigan Road corridor study area and a summary of the demographic conditions within the tract:

Census Tract 3210.02 occupies the west side of Michigan Road from 38th Street to Kessler Boulevard. The 1980 population of this tract is 4,253 with 70 percent being white and 51 percent female. Many young people, 30 percent under 20 years old, are in the tract and few elderly. Only 4 percent of the males and 7 percent of the females were divorced, while a higher percentage of males were single than females and a higher percentage of females were married. Eighty-eight percent of the housing units were owner occupied and the median family income was \$33,000. Almost 60 percent had completed at least one year of college and 11 percent had only achieved a grade school education.

Census Tract 3211 occupies the east side of Michigan Road from 38th Street to Kessler Boulevard. The 1980 population of this tract is 3,785 with 61 percent being white and 53 percent female. Twenty-seven percent are under 20 years old and 21 percent are over 60 years old. Six percent of the males were divorced compared to 10 percent of the females. A higher percentage of males were single than females and 68 percent of both males and females were married. Seventy-five percent of the housing units were owner occupied and the median family income was \$28,500. Fifty-five percent had completed at least one year of college but over 20 percent had only achieved a grade school education.

Census Tract 3210.01 occupies both east and west of Michigan Road from Kessler Boulevard to 62nd Street west of Michigan Road and 63rd Street east of Michigan Road. The 1980 population of this tract is 3,249 with 59 percent being black and 52 percent female. Thirty percent are under 20 years old and 18 percent are over 60 years old. Eight percent of the males were divorced compared to 12 percent of the females. A higher percentage of males were single than females and 66 percent of the males were married compared to 65 percent of the females. Eighty-five percent of the housing units were owner occupied and the median family income was \$23,182. Thirty-three percent had completed at least one year of college but 27 percent had only achieved a grade school education.



Census Tract 3102 occupies both the east and west of Michigan Road from 52nd Street to 79th Street. The 1980 population of this tract is 2,937 with 84 percent being white and 54 percent female. Twenty-seven percent are under 20 years old and 20 percent are over 60 years old. Eight percent of the males were divorced compared to 17 percent of the females. A higher percentage of the males were single than females and 65 percent of the males were married compared to 62 percent of the females. Fifty percent of the housing units were owner occupied and 50 percent renter occupied. The median family income was \$19,238. Thirty-six percent had completed at least one year of college but 21 percent had only achieved a grade school education.

Census Tract 3209.03 only slightly touches the Michigan Road corridor at 63rd Street. This entire tract is, however, very close to the corridor throughout. The probability of individuals residing within Census Tract 3209.03 having an impact upon Michigan Road is great. It will, therefore, be analyzed. The 1980 population of this tract is 4,468 with 66 percent being black and 55 percent female. Thirty-five percent are under 20 years old and 10 percent are over 60 years old. Eight percent of the males were divorced compared to 17 percent of the females. A higher percentage of females were single than males and 59 percent of the males were married compared to 48 percent of the females. Sixty-seven percent of the housing units were renter occupied and the median family income was \$17,257. Forty percent had completed at least one year of college but 23 percent had only achieved a grade school education.

Census Tract 3101.02 occupies both east and west of Michigan Road from 79th Street to the county line. The 1980 population of this tract is 3,532 with 94 percent white and 52 percent female. Thirty-one percent are under 20 years old and 8 percent are over 60 years old. Six percent of the males were divorced compared to 9 percent of the females. Twenty-seven percent of both males and females were single and 67 percent of the males were married compared to 64 percent of the females. Eighty-four percent of the housing units were owner occupied and the median family income was \$29,672. Sixty-five percent had completed at least one year of college but 6 percent had only achieved a grade school education.

Demographic Highlights Table:

1980 data

Census		Race	Children	Elderly	Owner	Median	Some
Tract	Population		Under 20	Over 65	Occupied Units	Family Income	College Education
3101.02	3532	94% white	31%	5%	84%	\$29,672	65%
3102	2937	84% white	27%	16%	50%	\$19,238	36%
3209.03	4468	66% black	35%	6%	33%	\$17,257	40%
3210.01	3249	59% black	30%	13%	85%	\$23,182	33%
3210.02	4253	70% white	30%	8%	88%	\$33,000	58%
3211	3785	61% white	27%	15%	75%	\$28,500	55%



## MICHIGAN ROAD BUSINESS SURVEY SUMMARIZATION

Approximately 150 Michigan Road Business Surveys were mailed to various commercial establishments throughout the corridor. Thirty-eight were completed and returned, postage paid, to the Department of Metropolitan Development - Division of Planning. Therefore, approximately 25 percent is the return rate which is considered a good rate for returns. The results are therefore a consensus of business corridor concerns. The following is a summarization of the responses and the frequency of each response:

<u>Question</u>	<u>Responses</u>	
1. Type of Business?	Retail	95%
	Office	3%
	Wholesale	2%
	Manufacturing	0%
2. Part of a Franchise?	No	85%
	Yes	15%
3. Length at Present Location?	20+ years	34%
	5-10 years	25%
	10-20	22%
	less than 3 years	16%
	3-5 years	3%
4. Why Operate this Location?	Traffic Volume	52%
5. Detrimental to Business?	Declining Neighborhood	47%
	Crime	19%
	Access to site	19%
	Lack of parking	6%
	Building disrepair	3%
	High traffic volume	3%
	Low traffic volume	3%
6. Number full-time employees?	Average response was	7
7. Square Footage of Building?	Range from 80 to 200,000	
8. Financial Condition of Building	Renting	58%
	Own	30%
	Purchasing	12%
9. Building Age?	Over 30 years	34%
	20-30 years	30%
	10-20 years	24%
	5-10 years	6%
	Less than 5 years	6%



10. Recent Building Improvements?	Paint	67%
	Landscaping	45%
	Roof	42%
	Parking	30%
	Wiring	27%
	Plumbing	18%
11. Planned Improvements?	Paint/interior	45%
	No Plans	36%
	Landscaping	30%
	Paint/exterior	27%
	Roof	6%
	Wiring	6%
	Parking	6%
12. Planned Expansion?	No	64%
	Yes	36%
13. Location's Effect on Expansion?	Most said none	
14. Finance Improvements?	Conventional Loan	42%
	Personal Funds	16%
	Reinvest Profits	13%
	Parent Company	10%
	Small Business Admin.	10%
	Investment Partnership	9%
15. Future of the Business?	Optimistic	75%
	Neutral	18%
	Pessimistic	7%
16. Credit Availability?	Very Good	46%
	Adequate	25%
	Good	19%
	Poor	10%
17. Vandalism, Burglary, Robbery?	Yes	50%
	No	50%
18. Crime Increasing or Decreasing	About the Same	56%
	Increasing	38%
	No Opinion	4%
	Decreasing	2%
19. Most Important Improvement?	Widen Roadway	30%
	Building Renovation	18%
	Crime Control	18%
	Street Resurfacing	15%
	More Curb Cuts	10%
	Less Sign Clutter	4%
	Improved Lighting	4%
	Off-street Parking	1%



20. Conducted a Market Study?	No	81%
	Yes	19%
21. Where Customers Originate?	3 Mile Radius	59%
	All Marion County	33%
	Immediate Neighborhood	5%
	Traffic	3%

To summarize further, most of the businesses are retail but not part of a franchise. Most have been in this location more than ten years and chose their location because of the traffic volume. They believe that a declining neighborhood is the most detrimental to their business. Most are renting their building space and operate in a building over twenty years old. The majority have made and/or plan to make improvements to their building. Most are optimistic about the future of their business and judge their credit availability as very good or good. One half said they had experienced vandalism, burglary or robbery in the past three years but most did not believe crime to be increasing. The majority thought widening the roadway would be the most important improvement the thoroughfare could achieve. Finally, the majority said their customers originate from within a three mile radius. Incidentally, 29 percent of the respondents operate between Kessler Boulevard and just beyond 60th Street. About 47 percent are from the highly commercialized area from Township Line Road to Augusta. Finally, 24 percent are from Augusta to the 79th Street intersection.



QUESTIONNAIRE  
FOR USES WITHIN THE MICHIGAN ROAD CORRIDOR

The following questionnaire was submitted to a group of businesspeople and residents in the Michigan Road area during a Michigan Road Planning Committee meeting on May 19, 1987. The participants were asked to check whether they believed each use was appropriate or inappropriate for the Michigan Road corridor.

<u>USES</u>	<u>APPROPRIATE</u>	<u>INAPPROPRIATE</u>
Gas Station	_____	_____
Auto Parts	_____	_____
Auto Service	_____	_____
Auto Body Shop	_____	_____
Car Wash	_____	_____
Drive-In Restaurant	_____	_____
Fast Food Restaurant	_____	_____
Cafeteria	_____	_____
Family Restaurant	_____	_____
Tavern/Bar	_____	_____
Night Club/Lounge	_____	_____
Private Club	_____	_____
Pizza Parlor	_____	_____
Jewelry Store	_____	_____
Coin Shop	_____	_____
Ceramic Shop	_____	_____
Gift Shop	_____	_____
Clothing Store	_____	_____
Department Store	_____	_____
Discount Store	_____	_____
Hobby Store	_____	_____
Record Store	_____	_____
Dry Goods	_____	_____
Fabric Store	_____	_____
Photo Supplies	_____	_____
Florist	_____	_____
Antiques	_____	_____
Sporting Goods	_____	_____
Bicycle Shop	_____	_____
Hardware	_____	_____
Lumber Yard	_____	_____
Paint & Wallpaper Store	_____	_____
Furniture	_____	_____
Bank	_____	_____
Dentist Office	_____	_____
Doctor's Office	_____	_____
Optical Service	_____	_____
Insurance Offices	_____	_____
Lawyer's Office	_____	_____
Barber	_____	_____
Beauticians	_____	_____
Day Care	_____	_____



Questionnaire for Uses  
Within The Michigan Road Corridor  
page two

<u>USES</u>	<u>APPROPRIATE</u>	<u>INAPPROPRIATE</u>
Cleaners	_____	_____
Laundromat	_____	_____
Dance Studio	_____	_____
Karate School	_____	_____
Exercise	_____	_____
Bowling Alley	_____	_____
Roller Skating Rink	_____	_____
Gym	_____	_____
Billiard Parlor	_____	_____
Youth Center	_____	_____
Pharmacy	_____	_____
Convenience Store	_____	_____
Grocery Store	_____	_____
Liquor Store	_____	_____

Those uses which received large inappropriate responses  
are as follows:

1.	Night Club	77%
2.	Billiard Parlor	62%
3.	Roller Skating Rink	62%
4.	Lumber Yard	54%
5.	Liquor Store	38%
6.	Auto Body Shop	38%



## ASSETS AND LIABILITIES

Before one can properly assess needed improvements and make appropriate recommendations, a listing of assets and liabilities must be made followed by a list of goals and objectives. The following is a list of the assets and liabilities for Michigan Road:

### 1. Commercial

#### Assets

- Population increase (residential growth in Pike Township)
- Variety of goods provided (many store chains)
- High traffic volumes
- Major thoroughfare location
- Vacant land available for commercial development
- Free parking
- Continued development along the corridor
- Concentrated shopping areas (centralized)

#### Liabilities

- Very few sidewalks
- Buildings in need of renovation:
  - A. Poor facade/store front design
  - B. Obsolescence of building styles
  - C. Poor structural maintenance-deterioration
- Commercial vacancy
- Disinvestment in the commercial south/central area (from Kessler Boulevard to 60th Street) and the 7000 block on the east side
- Some commercial uses in residential structures
- Unlimited commercial access in areas (void of curb cuts)
- Overall poor image (in areas)
  - A. Sign clutter
  - B. Overhead wires
  - C. Lack of landscaping
  - D. Reports of loitering
- Lack of buffering between commercial and residential uses
- Incidents of trash and debris being dumped behind commercial uses
- Reported littering along the thoroughfare

#### Needed Improvements

- Sidewalks
- Building renovations
  - A. Facade improvement
  - B. Unified design standards for development
- Rehabilitation or removal of deteriorated structures
- Improvement of buffering between commercial and residential uses



- Pave all gravel parking areas
- General improvement to off-street parking facilities
- Improve streetscape conditions
  - A. Increased landscaping where little or none exists
  - B. Removal of any billboards
  - C. Eliminate all parking in Right-Of-Way
- Fill vacant buildings with appropriate tenants
- Limit street access (close curb cuts where possible)
- Continue to maintain existing commercial properties
- Elimination of all trash, debris and litter

## 2. Residential

### Assets

- Established neighborhoods/organizations
- Buildings in good condition
- Variety of housing
  - A. Single-family
  - B. Apartments
- Fire protection in area
- Access to large shopping areas
- No economically depressed residential area
- Vacant land exists earmarked for residential use
- Economically diversified housing (moderate and high income areas)

### Liabilities

- Lack of proper buffering between commercial and residential uses
- Some instances of conversion from residential structures to commercial uses
- A few instances of minor disrepair
- Some residential sidestreets in poor condition

### Needed Improvements

- Define a permanent boundary between commercial and residential uses
- Restrict the conversion of residential structures to commercial uses
- Monitor future residential development where vacant land currently exists
- Improve commercial buffering adjacent to neighborhoods

## 3. Transportation

### Assets

- Primary Arterials (Michigan Road and 38th Street)
- Good access to:
  - A. Commercial areas (shopping centers)
  - B. Downtown
  - C. Interstates



- Public transit along corridor
- Strong Secondary Arterial system (Kessler Boulevard and Westlane Road)

#### Liabilities

- Extremely heavy traffic (major thoroughfare)
- Road width fluctuates from five to two lanes at places
- Unlimited street access at places (no specific curb cuts)
- Sidewalks essentially nonexistent
- Parking in Right-Of-Way in some instances
- High accident counts
  - A. Intersection of Michigan Road and Westlane Road -- 4th highest accident count in Marion County
  - B. Intersection of Michigan Road and 38th Street -- 30th highest accident count in Marion County
- No center turning lane in most places
- Speed limit is exceeded at times
- Traffic lights are not synchronized properly causing greater congestion

#### Needed Improvements

- Widen Michigan Road
- Reduction/removal of unnecessary and excessive curb cuts
- Eliminate parking in the Right-Of-Way
- Resurfacing of residential side streets
- Install sidewalks on both sides of Michigan Road throughout the corridor
- Expansion of parking, were needed
- Synchronize traffic lights

#### 4. Public Safety

##### Assets

- Fire station near area
- North of the White River covered by Marion County Sheriff's Department
- South of the White River covered by the Indianapolis Police Department

##### Liabilities

- Michigan Road perceived a dangerous thoroughfare due to congestion, high speeds and fluctuating lanes
- Predominant lack of sidewalks
- Some vacant commercial buildings or units
- Accounts of vagrancy near the Westlane area

##### Needed Improvements

- Install sidewalks
- Widen roadway



- Close many unnecessary curb cuts
- Rehabilitation of vacant buildings

## 5. Aesthetics (Landscaping, Signs, Facades)

### Assets

- The area near the Canal and White River (very wooded with large open space)
- Majority of residential areas well landscaped
- Some commercial locations well landscaped

### Liabilities

- Sign clutter (abandoned signs, advertising)
- Inconsistent signs
- Overhead clutter (wires and pole signs)
- Lack of landscaping in commercial areas
- Some abandoned signs
- Lack of sidewalks and definition (curbs) between roadway and commercial lots
- Devoid of pedestrian amenities:
  - A. Street furniture
  - B. Landscaping
  - C. Screening from parking lots
  - D. Crosswalks
- Exposed dumpsters
- Inappropriate outdoor storage
- Existing vacant commercial structures
- Litter along the thoroughfare

### Needed Improvements

- Compile development standards for new construction
- Removal of abandoned signs
- Long-term removal of billboards
- Appropriate landscaping to buffer uses, parking and residential areas
- Screen dumpsters
- Rehabilitate vacant buildings

## 6. Public Facilities

### Assets

- Many established churches including church schools
- A handicapped housing facility
- Crooked Creek Elementary School
- Humane Society of Indianapolis
- Crown Hill Cemetery
- Indianapolis Museum of Art
- County Division of Public Health office
- Fire station near area



### Liabilities

- Loss of the Pike Township Branch Library from the corridor
- No public parks exist in the corridor

### Needed Improvements

- Maintain wooded and open spaces near the White River
- Better screening between the Westlane Plaza/Electrical Substation and the residential development to the east



## GOALS AND OBJECTIVES

The previous list of Assets, Liabilities and Needed Improvements act as a guide to determine goals and objectives for the future growth and development of the Michigan Road corridor and study area. These goals and objectives will later be addressed more specifically in the Land Use Plan, Zoning Plan and Specific Site/Design Recommendations.

The listing of goals and objectives is presented for each of the following corridor components:

- |                   |                      |
|-------------------|----------------------|
| 1. Commercial     | 4. Public Safety     |
| 2. Residential    | 5. Aesthetics        |
| 3. Transportation | 6. Public Facilities |

### 1. Commercial

#### Goals

##### Goal A

To increase the economic vitality of commercial properties which exhibit disinvestment and/or negative visual impacts.

##### Goal B

To develop an improvement plan for both the public and private sectors which addresses the physical condition of the commercial sections of the Michigan Road corridor.

#### Objectives

- Improve building facades
- Rehabilitate or remove vacant, deteriorated structures
- Improve the landscape buffering between commercial and residential uses
- Install sidewalks on both sides of Michigan Road throughout the corridor
- Provide appropriate zoning districts to promote commercial growth and development where desired while still addressing the long-term land use goals of the corridor
- Pave all gravel parking areas
- Increase landscaping along Michigan Road and frontage of commercial uses
- Restrict unlimited street access to Michigan Road from commercial properties



## 2. Residential

### Goal

To maintain and enhance the housing within the study area preventing encroachment of commercial uses.

### Objectives

- Refine the zoning districts surrounding the corridor to assist in the proper definition of residential uses from commercial uses
- Prevent the residential conversion of structures to commercial uses
- Support appropriate buffering between commercial and residential uses

## 3. Transportation

### Goal

To provide a safe and efficient vehicular and pedestrian transportation system which serves commercial area, residents, surrounding neighborhoods and commuters traveling along the thoroughfare.

### Objectives

- Support the proposed widening of Michigan Road from 38th Street to the county line
- Close unnecessary curb cuts along Michigan Road, especially at intersections, to provide for more efficient and safer traffic flow and safer pedestrian mobility
- Provide sidewalks on both sides of Michigan Road for pedestrian safety and convenience
- Provide traffic light synchronization on Michigan Road in conjunction with any improvement projects to allow better traffic flow for commuters and residents in the area as well as shoppers
- Construct the Cooper Road extension as per the Thoroughfare Plan
- Repave 53rd Street west of Michigan Road
- Area residents strongly support a bicycle path on the west side of Michigan Road from 56th Street to the White River area

## 4. Public Safety

### Goal

To create a safe environment within the corridor regarding both the residential and commercial areas which will foster growth and revitalization.



### Objectives

- Occupy or remove vacant commercial structures or units
- Provide sidewalks along both sides of Michigan Road
- Foster a perception of security by preventing loitering, cleaning up litter and removing all abandoned vehicles
- Provide traffic light synchronization on Michigan Road

## 5. Aesthetics

### Goals

To enhance the image, economic viability and marketability of the corridor through improvements in its physical appearance.

### Objectives

- Increase landscaping along the frontage properties of Michigan Road as well as to buffer parking and neighboring uses
- Renovate storefronts and buildings
- Remove highly deteriorated structures existing in the corridor
- Develop a policy addressing signs:
  - A. Removal of abandoned signs
  - B. Limitation of size and type of signs
  - C. Limitation on number of signs as well as their location
- Develop an urban design scheme for commercial areas addressing such issues as:
  - A. Landscaping improvements
  - B. Sidewalk installation
  - C. Roadway widening
  - D. Site and parking redesigns

## 6. Public Facilities

### Goal

To enhance public facilities by integrating their improvements into the overall corridor plan.

### Objectives

- Support the enhancement of public facilities with landscaping designs addressed in this plan



### Subarea One

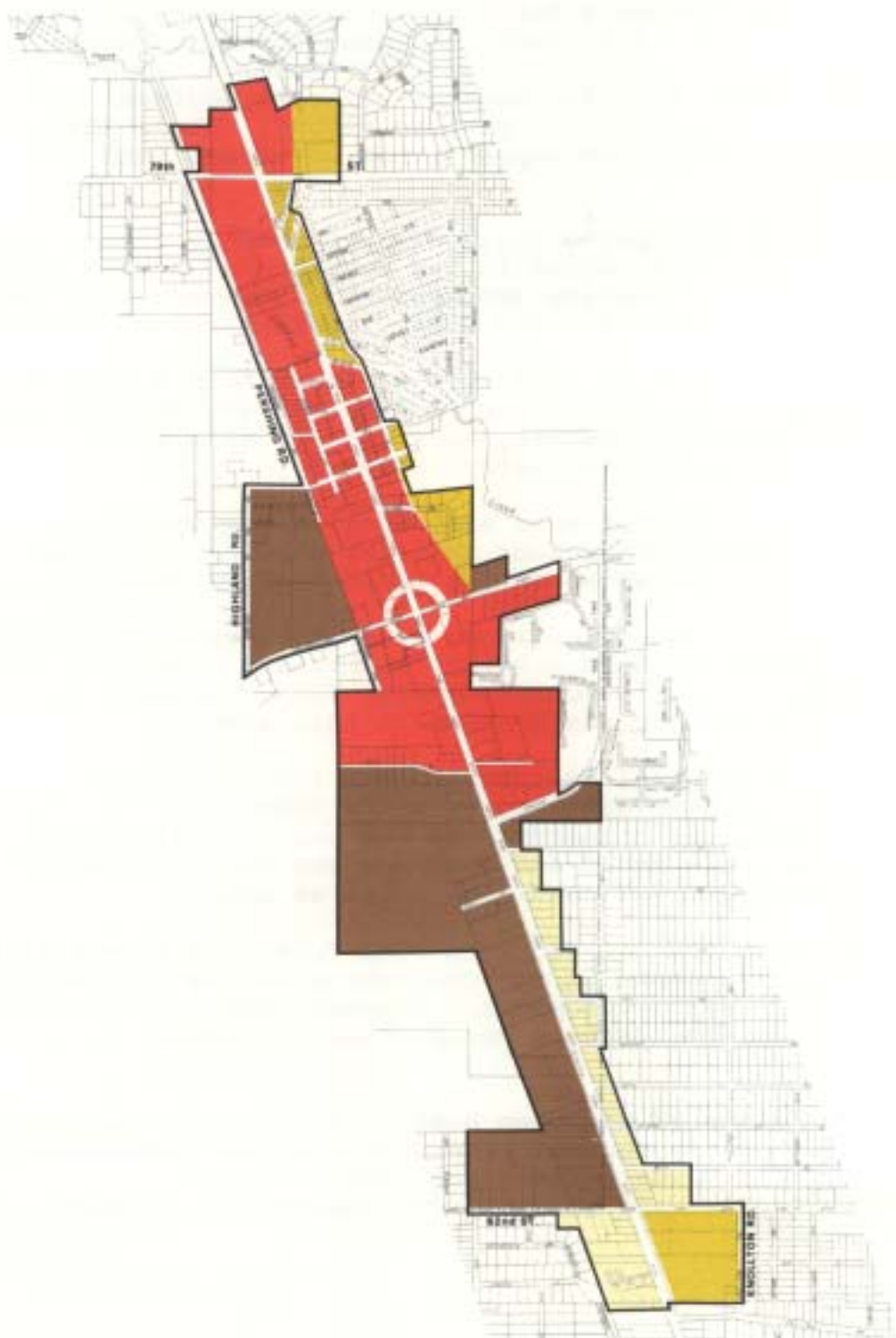


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Department of Metropolitan Development  
Division of Planning  
Indianapolis-Marion County, Indiana



Subarea Two





THE COMPREHENSIVE PLAN FOR MARION COUNTY AND ITS APPLICATION TO  
THE MICHIGAN ROAD CORRIDOR STUDY AREA.  
(see Map 6)

The Comprehensive Plan for Marion County was adopted by the Metropolitan Development Commission in 1983 to act as a guide for land use and development. The Comprehensive Plan is, in general, very adequate for large scale land use decision making. However, site specific recommendations cannot always be made appropriately with an areawide approach. Thus there is the need for a more specific Land Use Plan to address land use in a parcel by parcel or site specific method. Those instances where the Comprehensive Plan necessitates a refined land use plan are as follows:

1. Part of the Spring Hills area, currently vacant, near the White River is shown in the Comprehensive Plan for low density residential development. However, this land is zoned and used for the Christian Theological Seminary.
2. A small piece of land just north of Cold Spring Road is shown in the Comprehensive Plan for low density residential development. However, this land is also zoned and used for the Christian Theological Seminary.
3. Very few special uses are noted in the Comprehensive Plan. No churches are shown; the fire station and Masonic Temple are also not shown in the Comprehensive Plan.
4. There are some residences near the Kessler Boulevard intersection that are very stable and zoned for rather large lots. The Comprehensive Plan, however, recommends medium density residential in this area.
5. All residential uses beyond the frontage properties on both sides of Michigan Road from the 5800 block to 60th Street are shown as commercial on the Comprehensive Plan. These parcels are zoned and used for low density residential development and should be noted as such.
6. The west side of Michigan Road from 62nd Street to 66th Street is shown in the Comprehensive Plan as medium density residential development. However, the land is currently used for low density residential and should be shown for this.
7. Both sides of Michigan Road at the 75th Street intersection are shown on the Comprehensive Plan as commercial. However, these parcels are zoned and used for low density residential and should be recommended to remain.



## LAND USE PLAN (see Map 7)

As previously mentioned in the analysis of the Comprehensive Plan for Marion County, a very detailed Land Use Plan is needed to amend the Comprehensive Plan as it affects the Michigan Road study area. Once the Michigan Road Corridor Plan is adopted by the Indianapolis Metropolitan Development Commission, it will act as the general land use policy for the study area. This Land Use Plan will provide a clear division between residential, commercial and public development as well as acknowledge and strengthen current, appropriate land uses. Future developments should be required to follow land use guidelines as set forth by the Plan. The following is the text version of the Land Use Plan policy map:

The Indianapolis Museum of Art and Crown Hill Cemetery are the two southernmost land uses within the Michigan Road corridor. These are long-standing, appropriate uses and should remain as they currently exist. Undeveloped land north of the White River, currently in the flood plain, should remain undeveloped due to the flood potential of the river at this location. The land, however, could only be developed for very low density single-family residences, if the flood potential is ever removed. It should otherwise remain undeveloped or used for recreational open space.

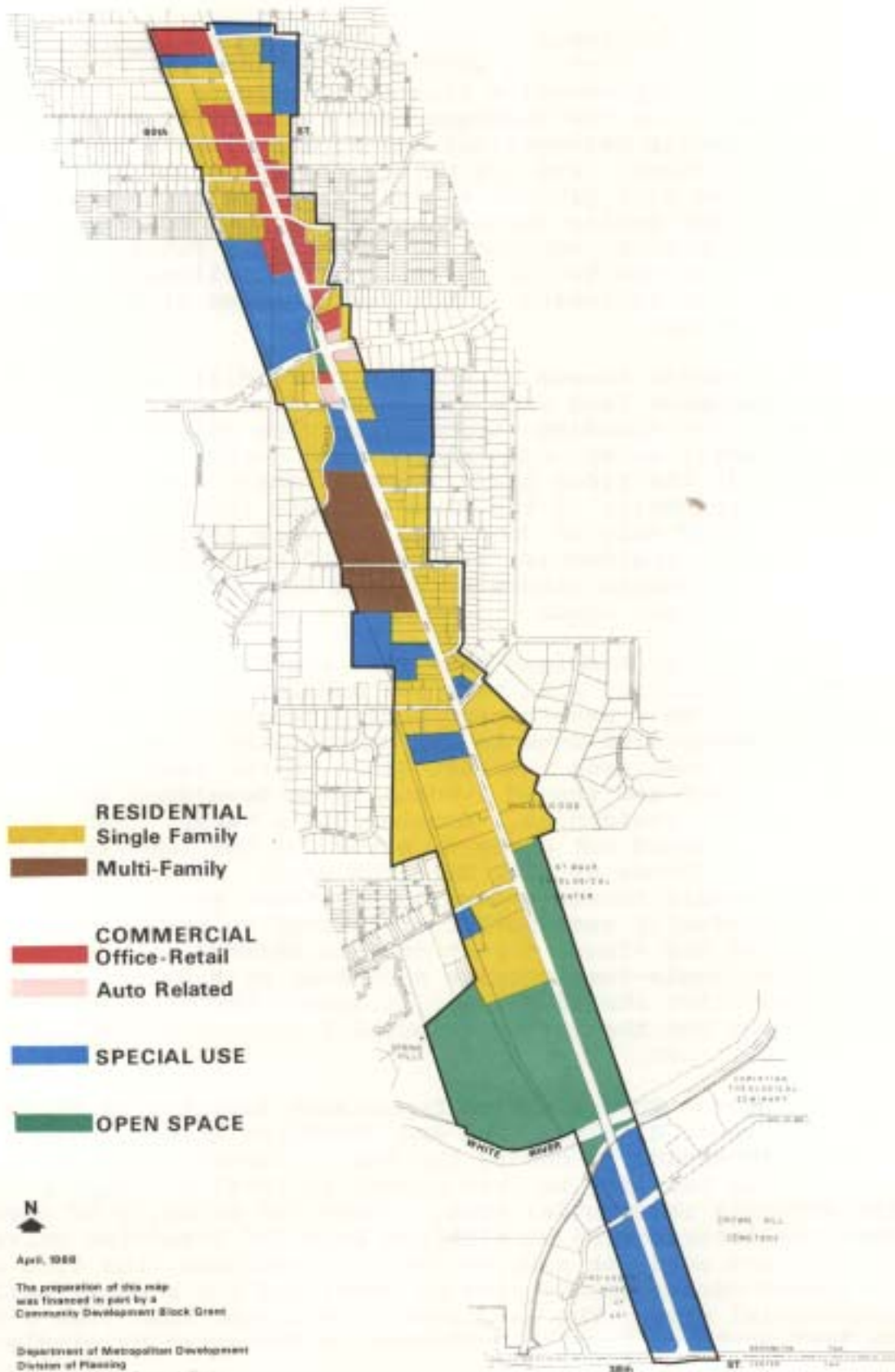
The west side of Michigan Road just south of Cold Spring Road should be developed with very low density multi-family residences. This development should be similar to the low density condominium uses to the west of the site. The west side of Michigan Road from the 4600 block to the 5000 block is largely vacant and should eventually be developed for single-family residences. However, this vacant land, when developed, should not cause or allow for the removal of the historic tollhouse at 4702 Michigan Road. A considerable distance should remain undeveloped between the tollhouse and any new single-family residential structures to assure the landmark a permanent and visual impact on this stretch of Michigan Road. The large single-family units southeast of Michigan Road at Grandview Drive should remain, as should the single-family development and the Second Reformed Presbyterian Church on the southwest corner.

The Washington Township Fire Department facility at the north east corner of Michigan Road and Grandview Drive should eventually expand to occupy the entire corner. The existing auto repair facility on that corner is totally inappropriate for the strongly residential area. Since the majority of uses in or near the intersection of Michigan Road and Grandview Drive (51st Street) are used for single-family residences, the lots at the northwest corner should also be developed for single-family residential uses. The east side of Michigan Road from Grandview to just south of Kessler Boulevard is dominated by single-family



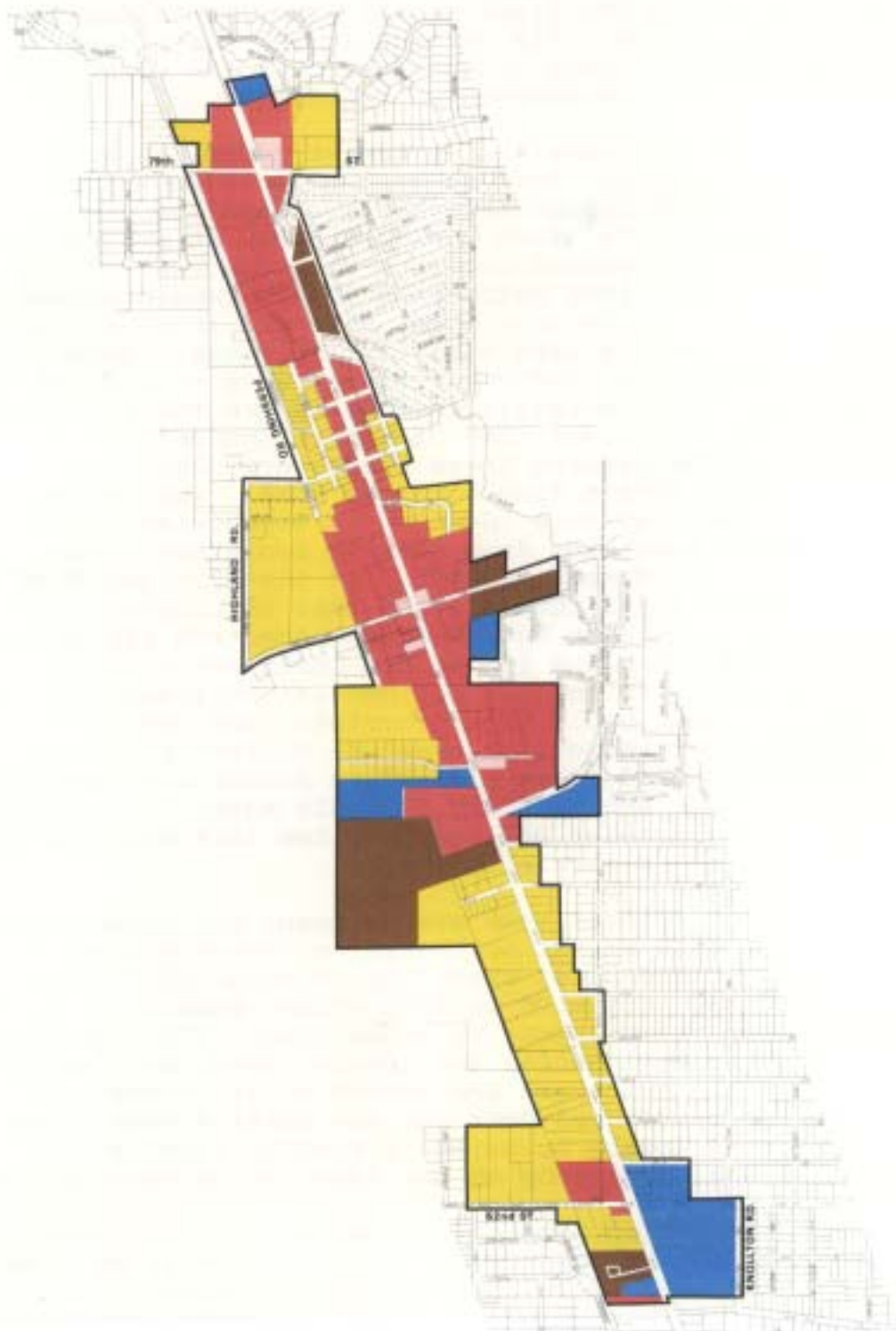
# MICHIGAN ROAD CORRIDOR PLAN MAP 7/LAND USE PLAN

Subarea One





Subarea Two





residential uses, appropriate for the area. This same section of Michigan Road on the west side is a mix of residential and special uses. The 5100 block should be used for single-family residential uses. The Witherspoon United Presbyterian Church at 5136, single family residences at the 5200 block, apartments from 5250 to 5500 and the Crooked Creek Baptist Church at 5540 should remain. The vacant lot at the south west corner of Kessler Boulevard and Michigan Road should remain vacant as it is entirely within the flood plain. The same situation exists with the very narrow strip of land at the north west corner of this intersection. Both of these parcels are also very narrow which limits their development potential.

Commercial uses dominate the northeast corner of Kessler Boulevard and Michigan Road as well as both southside corners. These auto related commercial uses are gasoline service stations which are appropriate given their location at a highly traveled intersection. The vacant property directly east of the gasoline station is an excellent buffer and should remain vacant. If this parcel were to be developed, however, it should be developed only as one single-family residence. More intense commercial and/or heavier auto-related uses should not operate in this area. Single-family residences are far too close in proximity for commercial uses of higher intensity. The topography of the Crooked Creek Elementary School does not promote an easy access from Michigan Road. The Crooked Creek Elementary School at this location is appropriate with its primary access remaining from Kessler Boulevard. The single-family residences southwest of the Michigan Road and Kessler Boulevard intersection and west of Crooked Creek are very well buffered from both Michigan Road and its commercial uses. Crooked Creek and its wooded banks can act as a tremendous buffer to benefit residential solitude. Office types of commercial uses would be appropriate land use where the heavy commercial and/or industrial uses are currently located just north of the Crooked Creek Elementary School and south of 58th Street. With the school being the only exception, all frontage properties from Kessler Boulevard to two lots north of 60th Street should be commercially used.

Residential and special uses are dominant and recommended from just north of 60th Street northward to Township Line Road. Single-family residential along the frontage of Michigan Road from 62nd Street northward to 67th Street should be vigorously protected from encroachment by other uses. Although this area is dominated by residential and special uses, both western corners at 62nd Street are and should remain commercial. Fairly low-intensity commercial uses are appropriate here since the intersection is highly traveled, a traffic light exists, and any residential use developing on the location is very unlikely.

The Thoroughfare Plan adopted by the Metropolitan Development Commission to be implemented by the Indianapolis Department of Transportation calls for the eventual extension of Cooper Road northward to intersect Michigan Road and merge with Township



Line Road. The plan must account for a road which currently does not exist but will be very heavily traveled in the future. Given the uses near and around the intersection and a potentially busier intersection, commercial development is appropriate on the corner parcels of the intersection. However, multi-family residential development would be appropriate for property near the Cooper Road extension west of its intersection with Michigan Road. Therefore, the majority of the vacant land on the west side of Michigan Road at the Township Line Road intersection should remain designated for multi-family residential development. The vacant property flanking the proposed Cooper Road extension impacted by a very heavily traveled road would not likely allow these properties to be attractive for single-family residential development. However, it would also not be appropriate for commercial development since a large commercial area exists and is already developed from the 6800 block through the 7400 block of Michigan Road.

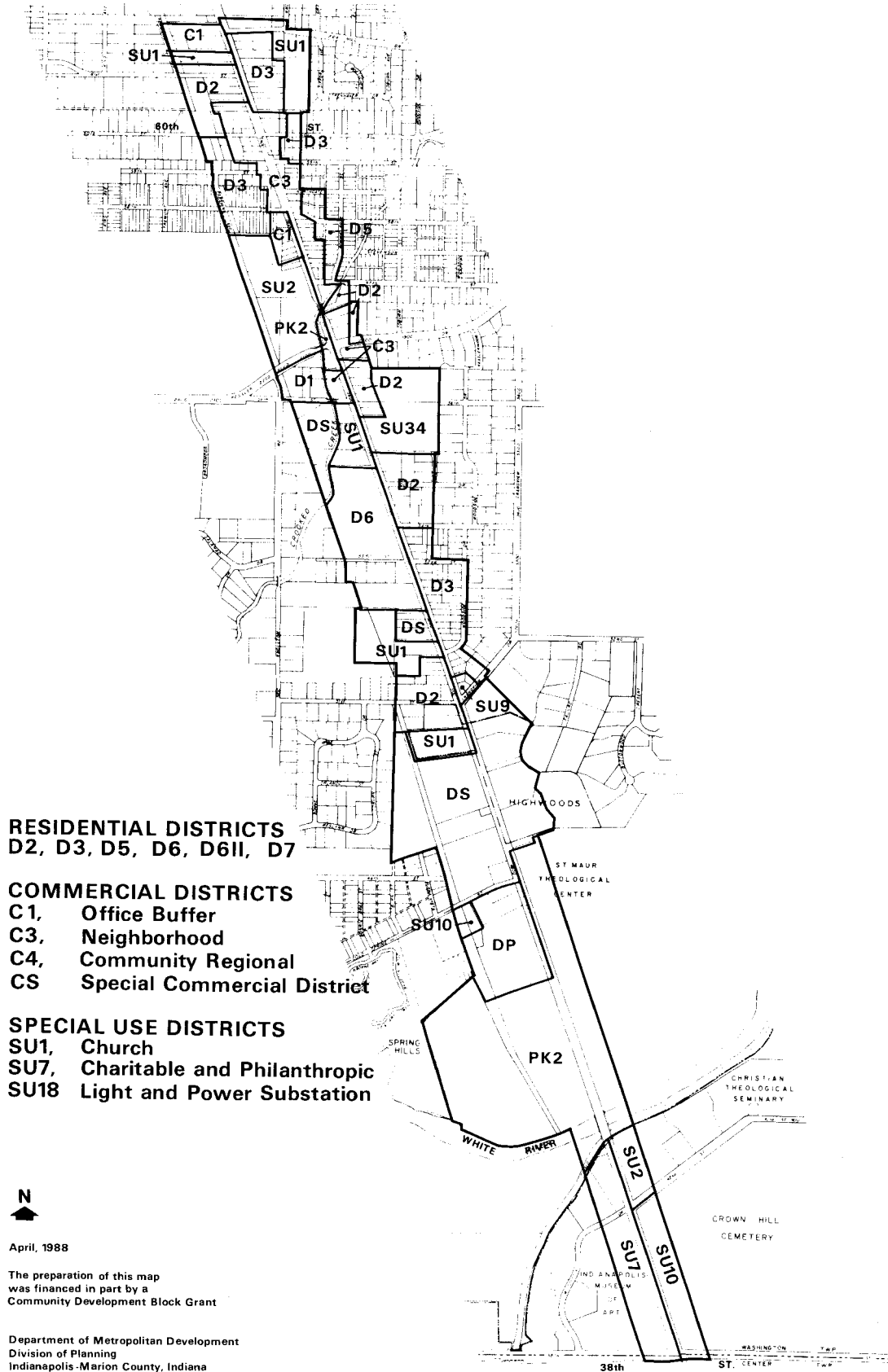
The frontage properties along Michigan Road from Township Line Road northward through the 79th Street intersection are and should remain dominated by commercial uses. The few remaining residential structures are virtually surrounded by commercial uses and in the long-term should be replaced with similar commercial uses. The single-family uses, from the 2500 block on Westlane Road to the commercial areas at Michigan Road, should eventually be redeveloped for multi-family uses. The current single family uses are virtually surrounded by more intense uses or land designated for more intense development. Maintenance of these structures as single-family homes would be difficult due to high traffic volumes and surrounding commercial development. The area from near the 7500 block to near the 7800 block, known as Augusta, should be maintained where the "old town" look dominates. The topography of the east side of Michigan Road from about 7750 north to about 7800 causes access problems. These access problems would make commercial development difficult and inappropriate. Therefore, a multi-family residential use would better suit the development of this area to buffer the single family uses to the east. Further north, the service station and commercial development at the northeast and northwest corners of 79th Street and Michigan Road, respectively, are appropriate. The Humane Society of Indianapolis at 7929 Michigan Road is also appropriate. However, additional commercial development east or west of the immediate intersection would encroach upon residential areas and is not recommended.



# MICHIGAN ROAD CORRIDOR PLAN

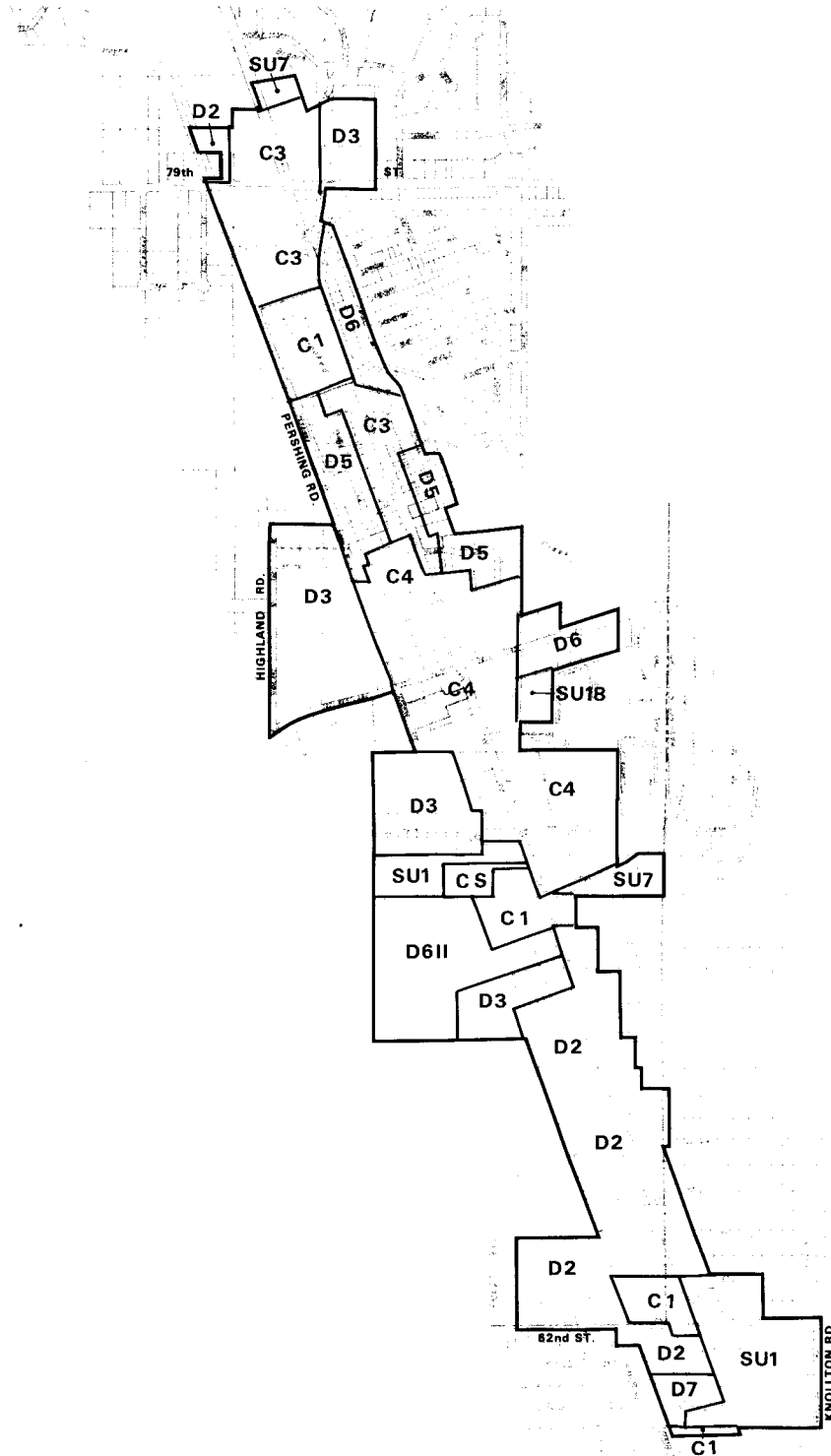
## MAP 8/ZONING PLAN

Subarea One





## Subarea Two





ZONING PLAN  
(see Map 8)

Once a Land Use Plan is finalized, a specific set of recommendations is also necessary in the form of a Zoning Plan. This will specify the intensity of future land use developments which are recommended to locate on particular parcels. The Zoning Plan attempts to correct zoning inadequacies, prepare for future growth, prevent land use problems, provide proper buffering between lighter and more intense uses and protect property values. Land uses, building setbacks, residential densities, parking requirements, frontage requirements, transitional yard requirements, square footage requirements and lot size requirements as well as other issues are all addressed in the specific zoning regulations pertaining to the zoning districts noted. Once adopted by the Metropolitan Development Commission, the Zoning Plan will act as a framework for addressing developmental issues within the Michigan Road Corridor study area. The following is the written synopsis of the Zoning Plan:

The land south of the canal is occupied by special uses such as the Indianapolis Museum of Art which is zoned SU-7 for charitable and philanthropic institutions. Crown Hill Cemetery is zoned SU-10 for cemeteries. The Christian Theological Seminary should be zoned SU-2 for schools or SU-1 for churches. The vacant land north of the White River and within the flood plain is recommended to be zoned PK-2, Park District Two, for land which should remain undeveloped due to the flood potential. Vacant land north of Cold Spring Road is out of the flood plain and recommended at the DS for larger lot sizes and estate type single-family development similar to the residential uses on the east side of Michigan Road and south of 52nd Street. Property south of Cold Spring Road should be developed DP, Planned Unit Development, for very low density condominium uses similar to the uses west of the site. The southwest corner of 51st Street and Michigan Road contains single-family residential units to be zoned D2 and the Second Reformed Presbyterian Church which is recommended to be zoned SU-1 for churches.

The northeast corner of Michigan Road and Grandview Drive is recommended to be zoned SU-9 to reflect the Washington Township Fire Department facility which could eventually occupy the entire corner. North of this facility along the frontage of Michigan Road to 54th Street is recommended to be zoned D3 for medium density single-family residential uses. This D3 district both exists today and is recommended for the future. The northwest corner properties at Michigan Road and 51st Street are recommended to be zoned D2 for a suburban type of development at 1.9 units per gross acre. This would reflect the type of development directly across 51st Street as well as the development on the southeast corner of the same intersection. North of this D2 is recommended to be SU-1 for the Witherspoon United Presbyterian Church at 5136 Michigan Road. North of the



church but south of the apartment development is a small piece of land zoned D5 which is an appropriate classification given the existing and surrounding uses. The multi-family developments along the 5300 and 5400 blocks of Michigan Road are and should be zoned D6. This district is appropriate since the current density matches the D6 regulations and the corridor is not currently dominated by multi-family uses.

The east side of Michigan road from 54th Street to the North Park Masonic Temple is currently and recommended to remain zoned D2. The Crooked Creek Baptist Church at 5540 Michigan Road is recommended to remain zoned SU-1 for churches. The single-family residences behind the church along Crooked Creek are currently zoned D5 and are also recommended to remain. The Masonic Temple should remain zoned SU-34 for club rooms, fraternal rooms or public ballrooms. The Sunoco Service Station at 5602 Michigan Road is recommended for a C3 as well as the Shell Station at the southeast corner of Michigan Road and Kessler Boulevard. The small strip of vacant land directly north of the Sunoco Station is currently zoned C3, however, it is in the flood plain and is recommended to remain undeveloped and zoned in the the PK-2 district. The D1 district behind the Sunoco Station and across Crooked Creek should remain. The small strip of single-family residences just north of the Masonic Temple is and should be zoned D2 for low density single-family residential uses.

North of Kessler Boulevard through just beyond the 60th Street intersection represents a much more intense frontage dominated with commercial uses. The vacant strip of land on the northwest corner of Michigan and Kessler, however, is recommended to remain vacant. This piece of land is located between Michigan Road and Crooked Creek and is entirely within the flood plain. It is recommended that this site be zoned PK-2 for restricted development. It is further recommended that this particular property should remain vacant since access would be very difficult and it is entirely within the flood plain. The northeast corner should be zoned C3 for neighborhood commercial uses. The vacant property one parcel east of the intersection at Kessler and Michigan Road on the north side is also recommended to remain vacant or developed for a single-family residence and zoned D2 as it currently exists. This heavily wooded lot, however, acts as a very good buffer between commercial and residential uses. The Crooked Creek Elementary School should remain zoned SU-2. The frontage of Michigan Road just north of the school to 58th Street should be reserved for office uses and zoned C1 to reflect some of the existing uses and a lower intensity due to the abutting elementary school. The property behind this frontage and south of the residences bordering 58th Street should be zoned SU-2 for the possible future expansion of the school facilities. The aforementioned C1 district fronting on Michigan Road represents the only commercial exception to the C3 district frontage along this stretch of Michigan Road. Properties one lot off of the frontage from 57th Street up to Northgate Street on the east



side of Michigan Road should remain at the D5 district. The west side from 58th to 60th Streets off of the frontage should remain at the D3 district as is recommended for the same situation on the east side from 59th to 60th Streets.

Further north of the 60th Street commercial intersection the residences on the east side south of Fox Hill Drive are recommended to be zoned D3 and the vacant land behind should remain at its current classification of SU-1 for a future church development. The single-family uses on the west side south of the Progressive Missionary Baptist Church at 6120 Michigan Road but north of the U-Haul at 6014 are recommended to be zoned at the D2 classification. The Progressive Missionary Baptist Church should remain SU-1 for churches as should the St. Monica School at 6131 Michigan Road and the remainder of the frontage on the east side up to 63rd Street. Three Sisters Nursing Home at 6130 Michigan Road is recommended to be zoned C1. The C1 district would prevent any higher intensity uses operating here in the future. Emmanuel Temple Pentecostal Church at 6138 should be SU-1. Foxhill Manor Apartments just north of Emmanuel Temple Pentecostal Church is currently and should remain in the D7 district. North of the apartments to 62nd Street is recommended to remain zoned D2 except the corner property at 62nd Street which should be zoned C1 for an office type of commercial use. The vacated Indiana National Bank at 6202 Michigan Road as well as the day care facility adjacent should both remain zoned at the C1 district. This residential area would not be appropriate for more intense commercial districts. However, the intersection is far too intense for conversion to residential uses on the corners.

The study area from 63rd Street to 67th Street is currently dominated by and is recommended to be reserved for single-family residences. The D2 classification should dominate throughout this section except a D3 along both sides of 66th Street west of Michigan Road. The housing facility for physically handicapped persons called the Pauley Glover Commons at 6855 Township Line Road is and should remain zoned SU-7 for charitable and philanthropic institutions. Both corner properties on the south side and the one corner on the north west side at the intersection of Michigan Road and Township Line/Cooper Road extension should be zoned C1 for office uses. The storage facility at 6888 Michigan Road is currently zoned CS for that specific use and should remain. Further west of the C1 districts along the Cooper Road extension should be zoned D7 for multi-family residential uses. Northside Church of the Nazarene at 6890 Michigan Road is and should be zoned SU-1 for churches.

The east side of Michigan Road from Township Line Road to Westlane Road is an intense commercial shopping area with large anchor uses such as Target and Marsh. Currently zoned C4 for Regional-Community Commercial District, this area is recommended to remain zoned C4 since it is the appropriate zoning district given the commercial nature of the area. The frontage on the west side from 69th Street to Westlane Road is a commercial area

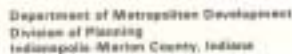


with single-family residences behind. The commercial should also be zoned C4 with the residential at a D3 classification matching abutting residential districts. Behind the shopping center on the southeast corner of the Westlane Road and Michigan Road intersection exists an electrical substation currently and correctly zoned SU-18 for light and power substations. The single-family residential uses from the 2500 block of Westlane Road to the commercial areas nearer Michigan Road are recommended to be, over the long term, zoned for multi-family residential uses at the D6 classification. Surrounding uses and zoning districts do not make single-family residential viable here over the long-term.

The commercial development north of Westlane Road to the Hiland Drive intersection are also to be in the C4 district with D3 again behind on the west side of Michigan Road. Single-family residences along Hiland Drive and Parallel Street on the east side of Michigan Road, with Spring Lane on the west side of Michigan Road, should remain zoned D5 as they currently exist. The Michigan Road frontage from Hiland Drive to about the 7750 block should be dominated by the C3, the Neighborhood Commercial District, in this area ( the old town of Augusta). The frontage on the east side from 7750 to the 7800 block is recommended to be D6 multi-family residential. The topography of this site would not support single-family residential or commercial developments. Across Michigan Road in this area on the west side is recommended to be C1 for the office uses which currently exist. All four corners of the intersection at Michigan Road and 79th Street are recommended to be in the C3 district. The area east of the intersection fronting on 79th Street on the north side is recommended to be in the D3 district. The area west of the intersection fronting on 79th Street on the north side is recommended to be in the D2 district. The Humane Society of Indianapolis should be zoned SU-7 for charitable and philanthropic institutions.

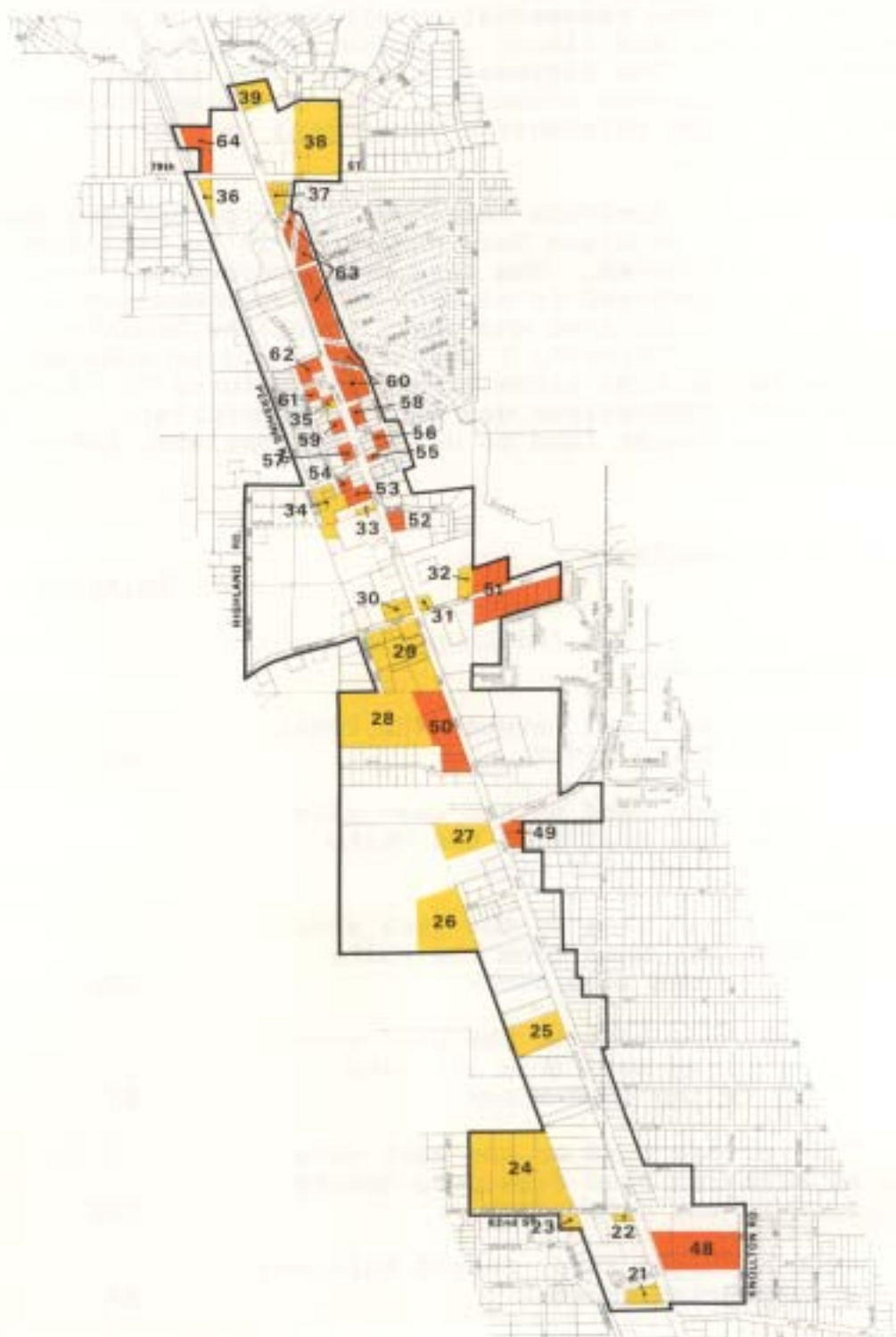


### Subarea One





# Subarea Two





Priority 1 Rezoning:

	<u>Existing</u>	<u>Proposed</u>
8. Vacant property north of Crooked Creek Baptist Church	DS	SU1
9. Vacant property one lot south of property on southeast corner of Michigan Road and Kessler Boulevard	SU34	D2
10. Undeveloped southern portion of property at southeast corner of Michigan Road and Kessler Boulevard	C3	D2
11. Undeveloped property at the southwest corner of Michigan Road and Kessler Boulevard	C3	PK2
12. Second parcel north of the Kessler Boulevard intersection on the east side	D2	C3
13. Undeveloped strip of land on the northwest corner of Michigan Road and Kessler Boulevard	SU2	PK2
14. 5707 Michigan Road, Flower Gallery	D5	C3
15. 5750 Michigan Road, 5750 Building	D3	C1
16. Southern portion of 5825 Michigan Road, Scheefer Cleaners	D5	C3
17. Vacant parcel directly behind 5940 Michigan Road, Allied Weld-Craft	D3	C3
18. Vacant parcel north of 6001 Michigan Road, B and B Salt Sales	C3	D3
19. 6130 Michigan Road, Three Sisters Nursing Home	D2	C1
20. Southern portion of 6131 Michigan Road, St. Monica School	D3	SU1
21. 6138 Michigan Road, Emmanuel Temple Pentecostal Church	C1	SU1
22. 6180 Michigan Road, vacant gasoline station	D2	C1
23. 2441 West 62nd Street, residence	A2	D2
24. Vacant and residential land north of 62nd Street from 2600 to 2800	A2	D2



Priority 1 Rezoning:

	<u>Existing</u>	<u>Proposed</u>
25. 6440 Michigan Road, residence	SU1	D2
26. Vacant land beyond the dead end at the 2800 block of 66th Street on the west side of Michigan Road	D6II	D3
27. Vacant land on both sides of the proposed Cooper Road extension within 500 feet of the Township Line Road intersection	D6II	C1
28. Vacant land north of residences on 69th Street on the west side of Michigan Road	A2	D3
29. Commercially developed land on the west side of Michigan Road from the 7100 block north to Westlane Road and bounded by Pershing to the west	C5/C3/A2	C4
30. 7102 Michigan Road, Amoco Service Station	C5	C4
31. 7203 Michigan Road, Shell Service Station	C5	C4
32. 2710 Westlane Road, Wilson Auto Parts	C5	C4
33. Small section of the parking lot in front of the Guarantee Auto	D5	C4
34. Vacant land southwest of the intersection of Spring Lane and 75th Street	C4	D5
35. Vacant parcel on northwest corner of Michigan Road and 77th Street	D5	C3
36. Vacant strip of land directly behind commercial development on southwest corner of Michigan Road and 79th Street	A2	C3
37. Vacant land on southeast corner of Michigan Road and 79th Street	D5	C3
38. Vacant and residential land on the north side of 79th Street behind the service station at 7901 Michigan Road	A1	D3



Priority 1 Rezoning:

	<u>Existing</u>	<u>Proposed</u>
39. The southern portion of the Indianapolis Humane Society	C3	SU7

Priority 2 represents proposed rezonings to be initiated over the long-term. These Priority 2 rezonings, although unlikely to be attained before Priority 1 rezonings, represent the ideal zoning districts for the properties in question. The hope is that as inappropriate uses in inappropriate districts leave the corridor (of their own accord), the property owners will then rezone their property to the appropriate district. Over a period of time the appropriate zoning of parcels, given their proximity, would help prevent future inappropriate uses from operating at that location.

Priority 2 Rezoning:

	<u>Existing</u>	<u>Proposed</u>
40. 5101 Michigan Road, Northside Service Center	D3	SU9
41. West side of Michigan Road from 51st Street to 5136 and north of 51st Street from Michigan Road west to the 2000 block	C3/DS	D2
42. A day care facility at 5210 Michigan Road	SU1	DS
43. a. Land between Crooked Creek Elementary School and 5750 Michigan Road	D3	C1
b. Land between Crooked Creek Ele- mentary School and single-family residences along 58th Street	D3	SU2
44. 5763 Michigan Road, residence	D5	C3
45. 2216 West 60th Street, Apex Ventilation	I2S	D2
46. 6014 Michigan Road, U-Haul Rentals	D2	C3
47. 6080 Michigan Road, Kiddie Kollege	C1	D2
48. Land directly north of St. Monica School	D3	SU1



Priority 2 Rezoning:

	<u>Existing</u>	<u>Proposed</u>
49. Residences on east side of Michigan Road from 67th Street to Township Line Road	D2	C1
50. Vacant and residentially used land directly across from the Target area on the west side of Michigan Road	A2/C3	C4
51. Single-family residences along both sides of Westlane Road from 2500-2700	A2	D6
52. Three residential structures on the east side of Michigan Road and south of Hiland Drive	D5	C3
53. Frontage properties along Michigan Road from Guarantee Auto to two lots south of 75th Street	C4	C3
54. Properties behind the frontage properties along Michigan Road from Guarantee Auto to 75th Street	C4	D5
55. Property on northeast corner of Michigan Road and 75th Street	D5	C3
56. Three properties on west side of Parallel Street from 75th Street to 76th Street	C3	D5
57. Frontage properties on the west side of Michigan Road from 75th Street to 76th Street	D5	C3
58. Frontage properties on the east side of Michigan Road from 76th Street to 77th Street	D5	C3
59. Second and third properties along Michigan Road on the west side between 76th Street and 77th Street	D5	C3
60. Frontage properties on the east side of Michigan Road from 77th Street to the Crooked Creek and the second lot north of 77th Street on the west side of Michigan Road	CS	C3
61. Third and fourth property north of 77th Street on the east side of Spring Lane	C3	D5



Priority 2 Rezoning:

	<u>Existing</u>	<u>Proposed</u>
62. Property on the west side of Michigan Road just south of the Crooked Creek and five lots north of 77th Street	D5	C3
63. Residential and vacant land at the 7800 block of Michigan Road on the east side between the two intersections of Crooked Creek	D5	D6
64. 3402 West 79th Street	I2S	D2





MAP 10

## MICHIGAN ROAD CORRIDOR PLAN

SITE DESIGN RECOMMENDATIONS  
FOR MICHIGAN ROAD COMMERCIAL AREAS

- EXISTING COMMERCIAL BUILDING
- PROPOSED COMMERCIAL BUILDING
- SIDEWALKS
- TREES
- SHRUBING
- GRASS

The preparation of this map  
was financed in part by a  
Community Development Block Grant

Department of Metropolitan Development  
Division of Planning  
Indianapolis-Marion County, Indiana



## NEEDS ASSESSMENT

The Needs Assessment is a site specific look at some of the problems throughout the Michigan Road corridor. Recommendations concerning landscaping, signs, curb cuts, screening, parking, etc., could potentially be met over a relatively short period of time. Long-term recommendations, however, are also addressed. These long-term recommendations include structural alterations or removals as well as changes in specific categories of uses.

Planners with the Department of Metropolitan Development -- Division of Planning conducted a "windshield survey" of all frontage properties along Michigan Road to compile this Needs Assessment which was completed by the end of October, 1987. Although there is no doubt that many of the problems listed still exist today, it is likely that some of the assessed needs have since been resolved.

Although the list may not be all-inclusive (some problems may have been overlooked), this Needs Assessment can act as an excellent tool for voluntary and Metropolitan Development Commission action. The optimal situation would be for property owners and future developers to voluntarily use the Needs Assessment to help them upgrade their particular uses and, in effect, improve the whole corridor through a collective action. However, if a property owner wishes to construct improvements or operate uses which do not follow zoning regulations, that owner will be required to obtain a variance to the respective zoning district or obtain a rezoning of the property. Such an action could allow the Metropolitan Development Commission to place some or all of the Needs Assessment items as conditions to approval. Once a condition is made on approval of a variance or rezoning that condition must be undertaken. The property owner under this scenario could, in effect, be required to undertake the items listed in this Needs Assessment.

The Needs Assessment is designed to be used as a tool for improvements to existing development as well as to guide future developments. The following listing serves as a site-specific refinement of recommendations made in both the Land Use Plan and the Zoning Plan:

1. 5101 Michigan Road  
Northside Service Center
  - Remove vehicle storage within right-of-way.
  - Reduce number of vehicles stored outside awaiting service.
  - Close curb cut nearest intersection.
  - Increase landscaping along frontage of Michigan Road.
  - Pave gravel areas.
  - Remove temporary signs.
  - Screen outdoor vending machines.
  - Long-term redevelopment of site for expansion of Washington Township Fire Department facility.



2. 5102 Michigan Road  
building used for storage
  - Remove curb cut nearest intersection.
  - Long-term redevelopment of site for single-family residential uses throughout entire northwest corner of Michigan Road and 51st Street.
3. 5117 Michigan Road  
Washington Township Fire Department facility
  - Pave rear parking area.
4. All uses on the west side from 51st Street to Mt. Zion Apartments at 5620 should be single-family residential structures and uses except Witherspoon United Presbyterian Church.
5. 5260 Michigan Road  
Mt. Zion Apartments
  - Landscape frontage along Michigan Road.
6. 53rd Street west of Michigan Road
  - Repave road.
7. 5353 Michigan Road
  - Remove home occupation of commercial use.
  - Remove commercial sign.
  - Use site for residential only.
8. 1760 Oles Drive
  - Pave driveway.
9. 5540 Michigan Road  
Crooked Creek Baptist Church
  - Landscape frontage along Michigan Road to screen parking lot.
10. 5555 Michigan Road  
North Park Masonic Temple
  - Landscape frontage along Michigan Road.
11. 5602 Michigan Road  
Kessler Sunoco Service Station
  - Remove parking in right-of-way.
  - Remove temporary signs.
  - Install landscape island along Michigan Road.
  - Screen dumpster.
  - Screen ice machine.
  - Remove numerous inoperable vehicles.
12. 5604 Michigan Road  
Sam's Hickory Bar B-Q
  - Increase landscaping on north and south sides of the lot.



13. Property on southwest corner of Michigan Road and Kessler Boulevard intersection.
  - Remove pavement.
  - Landscape site as undeveloped greenspace.
14. 5659 Michigan Road  
Highland Shell
  - Close two curb cuts nearest intersection.
15. 5649 Michigan Road  
Amoco Service Center
  - Close two curb cuts nearest intersection.
  - Remove temporary signs.
  - Remove outdoor sale of merchandise.
  - Screen dumpster.
  - Landscape transitional yard near McDonald's.
16. 5661 Michigan Road  
McDonald's Restaurant
  - Increase landscaping along Michigan Road.
17. Southeast corner of Michigan Road and 57th Street intersection.
  - Remove two curb cuts nearest intersection.
  - Install landscape strip along Michigan Road frontage.
  - Long-term redevelopment of site replacing car wash with appropriate C3 district use with structure nearer Michigan Road and further away from Crooked Creek flood potential.
18. 5701 Michigan Road  
June's Cleaners
  - Install landscape strip along Michigan Road frontage with one Michigan Road curb cut.
  - Repave and stripe parking lot.
  - Long-term redevelopment of site as per design scheme noted in Site/Design Recommendations.
19. 5707 Michigan Road  
Flower Gallery
  - Install landscaping on Michigan Road frontage.
  - Share parking with Marble's Cafeteria.
  - Long-term redevelopment of site and removal of residential structure.
20. 5711 Michigan Road  
Marble's Cafeteria
  - Maintain and increase landscaping on frontage of Michigan Road.
  - Share parking with Flower Gallery and Hi-Tech Service.



21. The grouping of heavy commercial uses including:  
5722 Michigan Road  
Cross Concrete,  
5732 Michigan Road  
Risser Electric,  
5736 Michigan Road  
Village Tire
  - Install heavy landscaping to buffer abutting single-family residential, school and office uses.
  - Install landscaping along frontage of Michigan Road.
  - Remove temporary signs.
  - Long-term redevelopment of site for office commercial uses.
22. 5733 Michigan Road  
Hi-Tech Services
  - Increase landscaping along frontage on Michigan Road.
  - Share parking with Marble's Cafeteria.
23. 5749 Michigan Road  
Pizza Hut Delivery
  - Screen dumpster.
  - Landscape frontage along Michigan Road.
  - Reduce parking and remove asphalt per current usage, replacing these items with an enhanced landscape area.
24. 5763 Michigan Road  
residence
  - Long-term removal of residential structure and use with a newly constructed commercial use and shared parking with 5749.
25. 5750 Michigan Road  
5750 Building
  - Remove parking in driveway (utilize parking south of building).
  - Landscape frontage along Michigan Road.
  - Screen dumpster.
26. 5825 Michigan Road  
Scheefer Cleaners
  - Screen dumpster.
27. 5802 Michigan Road  
building used for storage (warehouse)
  - Reuse structure with appropriate C3 district use.
  - Landscape frontage along Michigan Road.
  - Screen the residence immediately to the west.
  - Install landscape island to restrict access along Michigan Road.
  - Long-term redevelopment of site with C3 district use.



28. 5860 Michigan Road  
Celebration Supply Store,  
5870 Michigan Road  
Four Twenty-One Barber Shop,  
5880 Michigan Road  
Ard's Hardware
- Remove frontage parking in right-of-way.
  - Remove billboard.
  - Install landscape strip along frontage on Michigan Road.
  - Screen dumpster.
  - Remove outdoor display of merchandise at hardware store.
  - Restrict access on 59th Street.
  - Unify signage among these uses on both windows and facades.
  - Long-term redevelopment of site moving structure away from the right-of-way.
29. 5835 Michigan Road  
Walker's Northside Sales and Service
- Remove outdoor display of merchandise for sale.
  - Install more intense landscaping along frontage of Michigan Road.
  - Close curb cut on Michigan Road nearest Northgate Street intersection. Then open currently closed curb cut on north side of property.
  - Long-term redevelopment of site with C3 district use.
30. 5865 Michigan Road  
Cytology Pathology Services
- Remove abandoned pole in front of building.
  - Remove abandoned pole near 59th Street.
  - Increase landscaping along Michigan Road.
31. 5903 Michigan Road  
Highlander Laundry
- Repave parking.
  - Screen dumpster.
  - Remove debris in rear of lot.
  - Restrict access on 59th Street.
  - Install landscape strip on frontage of Michigan Road.
  - Remove billboard
  - Share parking with uses directly north.
32. 5902 Michigan Road  
vacant gasoline station
- Redevelop site with C3 use.



33. 5955 Michigan Road  
Star Video,  
Jack's Pizza,  
5959 Michigan Road  
Mister J's Discount Liquors
- Install landscaping along Michigan Road
  - Share parking with Highlander Laundry.
  - Screen dumpster.
  - Remove one Michigan Road curb cut.
  - Restrict access along 60th Street.
  - Long-term redevelopment of site to alleviate parking problems.
34. 5940 Michigan Road  
Allied Weld-Craft
- Install landscape strip along Michigan Road.
  - Remove parking along Michigan Road.
  - Install landscape island along north and south property line.
  - Share parking with use on south west corner of 60th Street and Michigan Road intersection.
35. Southwest corner of Michigan Road and 60th Street intersection, currently vacant.
- Redevelop site and unify parking with neighboring uses.
36. 6001 Michigan Road  
B. and B. Salt Sales
- Increase landscaping along Michigan Road.
  - Remove outdoor display of merchandise.
  - Close one curb cut along Michigan Road nearest intersection of 60th Street.
  - Long-term redevelopment of site and unification with commercial site directly east.
37. 6002 Michigan Road  
office and storage facility
- Close one curb cut nearest Michigan Road and 60th Street intersection.
  - Increase landscaping along Michigan Road.
  - Remove billboard.
  - Long-term redevelopment of site moving structure away from right-of-way.
38. 6014 Michigan Road  
U-Haul Company Rentals
- Remove front yard storage of merchandise -- move to side and back.
  - Remove temporary signs.
  - Landscape frontage on Michigan Road.
  - Close one curb cut.



39. 6031 Michigan Road  
residence and dentist office
  - Remove home occupation of commercial use.
  - Remove commercial sign.
  - Use site for residential only.
40. 6065 Michigan Road  
Water Wells by Wilhite
  - Remove home occupation of commercial use.
  - Use site for residential only.
41. 6080 Michigan Road  
Kiddie Kollege
  - Remove commercial use.
  - Redevelop site for residential use.
42. 2275 Fox Hill Drive  
residence
  - Move structure away from right-of-way.
  - Maintain a residential structure and use on this site.
43. 6138 Michigan Road  
Emmanuel Temple Pentecostal Church
  - Pave drive and parking.
  - Restrict access along Michigan Road.
  - Install landscape island and curb cuts.
44. 6131 Michigan Road  
St. Monica School
  - Increase landscaping along Michigan Road.
45. 6180 Michigan Road  
vacant gasoline station
  - Remove gasoline pumps.
  - Increase landscaping along Michigan Road and 62nd Street.
  - Remove light poles.
  - Remove frame addition to west.
  - Redevelop site with C3 district use.
46. 6202 Michigan Road  
vacant bank branch
  - Reuse building for C1 office use.
47. All residences fronting on Michigan Road from 65th Street to Township Line Road should have paved driveways and should be limited to one driveway each.
48. 6881 Michigan Road  
Bank One
  - Intensify landscaping along Michigan Road.
  - Install landscaping between Bank One and the self-service auto wash located behind.



49. 6888 Michigan Road  
U-Stor Self Storage
  - Landscape along fence to buffer use from Michigan Road.
  - Develop vacant front lot for C1 office-commercial use.
50. 6895 Michigan Road  
Clark Station
  - Close one Michigan Road curb cut nearest 69th Street intersection.
  - Landscape frontage along Michigan Road.
  - Remove temporary signs.
  - Remove outdoor storage and display of merchandise for sale.
  - Screen vending machines.
51. 6849-6851 Michigan Road  
Vacant commercial structure
  - Fill vacancies with appropriate C4 tenants.
  - Unify signage within strip center.
52. Self-service auto wash located directly behind the Bank One at 6881 Michigan Road:
  - Install landscaping bordering Bank One and Township Line Road.
  - Screen dumpster.
53. 6901-6931 Michigan Road  
Target Center, vacant Kroger  
7001-7067 Michigan Road  
commercial strip center
  - Unify signage throughout strip commercial center.
  - Install landscaping in parking lot.
  - Landscape frontage along Michigan Road.
  - Remove abandoned signs.
  - Long-term redevelopment of site with long-term removal of the strip center at 7001-7067 Michigan Road.
54. 7085 Michigan Road  
Pantera's Pizza
  - Open access from Westlane Plaza to the Target area.
  - Increase landscaping in front, rear and side yards.
  - Close one curb cut.
  - Long-term removal of structure to redevelop site for use as access route from Westlane Plaza to the Target area.
55. Underdeveloped and vacant land across from the Target area on the west side of Michigan Road:
  - Develop to C4 standards with the Michigan Road Corridor Plan design scheme.



56. 7020 Michigan Road  
The Twenty First Amendment
- Close one Michigan Road curb cut.
  - Remove temporary signs.
  - Screen vending machines.
  - Remove billboard.
  - Landscape Michigan Road frontage.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
57. 7034 Michigan Road  
Mr. Donut
- Remove temporary sign.
  - Close one curb cut.
  - Landscape Michigan Road frontage.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
58. 7054 Michigan Road  
United Oil
- Remove accessory signs.
  - Landscape Michigan Road frontage.
  - Remove outdoor display of merchandise.
  - Screen vending machines.
  - Remove billboard sign.
  - Unify parking with Griffith Cleaners.
  - Screen dumpster.
  - Remove pole barn.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
59. 7070 Michigan Road  
Griffith Cleaners
- Close one curb cut.
  - Increase landscaping along Michigan Road frontage.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
60. 7098 Michigan Road  
Taco Bell
- Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
61. 7115-7167 Michigan Road  
Westlane Plaza
- Unify signage.
  - Removal of pole signs along Michigan Road.
  - Increase landscaping along Michigan Road frontage.
  - Install one unified pole sign stating both "Westlane Plaza" and the various uses within.
  - Pave service area in rear.
  - Long-term removal of southern extension of Westlane Plaza to facilitate an access route from the Westlane Plaza to the Target area.



62. The power substation located directly behind the Westlane Plaza.
  - Install heavy landscaping to buffer apartments to the east.
63. 7203 Michigan Road  
Shell Service Station
  - Increase landscaping along Michigan Road, Westlane Road and in rear transitional yard.
  - Screen dumpster and ice machine.
  - Remove the numerous inoperable vehicles.
  - Remove outdoor display of merchandise for sale.
  - Close two curb cuts near Michigan Road and Westlane Road intersection.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
64. 2710-2820 Westlane Road and 7237-7247 Michigan Road  
Augusta Plaza
  - Install landscape islands in parking lot.
  - Decrease amount of asphalt near Westlane Road and Michigan Road.
  - Remove vacant pole.
  - Unify signage of "Big Lots" and "Wilson Auto Parts" with remainder of Augusta Plaza.
65. 7102 Michigan Road  
Amoco Service Station
  - Close two curb cuts near Michigan Road and Westlane Road intersection.
  - Landscape frontage along Michigan Road and Westlane Road.
  - Screen dumpster.
66. 2910 Westlane Road  
Church's Fried Chicken
  - Unify parking with Steak-N-Shake.
  - Close one curb cut.
67. 2960 West 71st Street  
Steak-N-Shake
  - Unify parking with adjacent Steak-N-Shake's Indiana Division office at 2990 West 71st Street.
  - Landscape parking lot.
68. 2935 West 71st Street  
Dairy Queen
  - Landscape frontage along 71st Street.
  - Unify parking and access with Plaza 71.
  - Screen dumpsters.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.



69. 2989 West 71st Street  
Plaza 71
- Repave and reconfigure parking lot.
  - Unify signage.
  - Screen dumpster.
  - Landscape along frontage of 71st Street.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
70. 7242 Michigan Road  
Long John Silver's Sea Food Shoppe
- Increase landscaping along Michigan Road.
  - Unify parking with Wendy's and Sizzling Wok.
  - Screen dumpster.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
71. 7260 Michigan Road  
Wendy's Old Fashioned Hamburgers
- Increase landscaping along Michigan Road.
  - Unify parking with Long John Silver's and Sizzling Wok.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
72. 7280 Michigan Road  
Sizzling Wok
- Remove ground sign within right-of-way.
  - Increase landscaping along Michigan Road.
  - Close one Michigan Road curb cut.
  - Unify parking with Long John Silver's and Wendy's.
  - Long-term redevelopment of site as per Michigan Road Corridor Plan design scheme.
73. 7355-7363 Michigan Road  
commercial strip center north of Augusta Plaza
- Unify signage.
  - Increase landscaping along Michigan Road.
  - Remove temporary sign in right-of-way.
74. 7340 Michigan Road  
McQuik's Oilube
- Increase landscaping along Michigan Road.
  - Remove billboard.
  - Close one curb cut.
  - Remove temporary signs.
75. 7402 Michigan Road  
Bow Sprit
- Increase landscaping along Michigan Road.
  - Remove temporary signs.
  - Screen dumpster.



76. 7420 Michigan Road  
Four Twenty One Bowl,  
7440 Michigan Road  
County Division of Public Health,  
7450 Michigan Road  
Guarantee Auto
- Increase landscaping along Michigan Road and within parking lot.
  - Remove outdoor display of merchandise.
  - Close northernmost curb cut.
  - Long-term redevelopment of "Guarantee Auto" site with appropriate C4 district use.
77. East side of Michigan Road from Hiland Drive north to the Crooked Creek (about 7650) and the west side of Michigan Road from north of "Guarantee Auto" to the Crooked Creek should be developed with C3 district uses and with design standards as set for the Augusta area.
78. 7490 Michigan Road  
Crawford Overhead Door
- Remove frontage parking in or very near right-of-way.
  - Pave gravel parking areas.
  - Install landscaping along Michigan Road.
  - Remove outdoor storage of merchandise.
  - Long-term redevelopment of C3 district use.
79. 7502 Michigan Road  
Penny's Used Furniture and Antiques
- Increase maintenance of building exterior.
  - Remove front yard parking.
  - Increase landscaping along Michigan Road.
  - Pave gravel parking areas.
80. Residences near 7500 block of Michigan Road
- Pave gravel parking and driveways.
  - Long-term maintenance of structures but developed for C3 district uses.
81. 7601 Michigan Road  
antique shop
- Remove outside display and storage of merchandise for sale.
  - Increase maintenance of building exterior.
82. 7625, 7627 and 7635 Michigan Road  
Midwestern Tree Experts
- Install landscape strip along frontage of Michigan Road.
  - Limit access from Michigan Road.
  - Remove outdoor storage.
  - Screen vending machines.
  - Long-term redevelopment of site with C3 district use.



83. 7675 Michigan Road  
Elson's Mowers
- Increase landscaping along Michigan Road frontage.
  - Remove outdoor storage and display of merchandise for sale.
  - Long-term redevelopment of site with C3 district use.
84. 7602 Michigan Road  
Gastineau Realty
- Remove inoperable vehicles.
  - Increase landscaping along Michigan Road.
  - Long-term redevelopment of site with design standards as set for the Augusta area.
85. 7718 Michigan Road  
Ewing's Antiques
- Historic structure should remain preserved indefinitely.
86. 7770 Michigan Road  
State Farm Insurance  
7780 Michigan Road  
Michigan Road Office Park
- Remove billboard.
  - Screen dumpster.
  - Increase landscaping within parking lots.
87. Land on southwest corner of Michigan Road and 79th Street
- Develop with C3 district uses.
88. 7901 Michigan Road  
Rick's Marathon Station
- Increase landscaping along Michigan Road.
  - Remove numerous temporary signs.
  - Screen vending machines.
  - Remove excessive inoperable vehicles awaiting service.
89. 7910 Michigan Road  
Payless Liquors,  
7912 Michigan Road  
Village Pantry
- Increase landscaping along Michigan Road.
  - Unify signage.
  - Screen vending machines.
  - Remove temporary signs.



## ACTION PROGRAM

The following is a schedule designed to assist the implementation of various recommendations within the Michigan Road Corridor Plan. Included with this schedule is a jurisdictional approach assigning which individuals, groups or agencies will be involved in the implementation of these various recommendations in the plan. Together, the schedule and jurisdiction comprise the Action Program which is, simply stated, the "what, when and who" portion of the plan.

### Implementing Partners:

MDC - Metropolitan Development Commission  
 ASN - Various Neighborhood and/or Business Associations  
 DOP - Division of Planning, Department of Metropolitan Development  
 DDS - Division of Development Services, Department of Metropolitan Development  
 DOT - Department of Transportation  
 IPO - Individual Property Owner

<u>Recommendations</u>	<u>1988- 1992</u>	<u>1992- 1995</u>	<u>Long- Term</u>	<u>Implementing Partners</u>
1. Initiate the DOP, rezoning of property to conform with the Priority 1 rezoning.	X			MDC, ASN, IPO
2. Initiate the DOP, rezoning of property to conform with the Priority 2 rezoning.		X	X	MDC, ASN, IPO
3. Initiate the scheduled widening and improvement project of Michigan Road throughout.		X		DOT
4. Remove existing vacant and deteriorated commercial structures to allow for appropriate redevelopment.	X	X	X	DDS, IPO



<u>Recommendations</u>	<u>1988- 1992</u>	<u>1992- 1995</u>	<u>Long- Term</u>	<u>Implementing Partners</u>
5. Promote and assist the appropriate development of vacant commercial buildings which are in good structural condition.	X	X	X	ASN, DOP, IPO
6. Promote and assist extensive landscape treatments along the frontage properties of Michigan Road.	X	X	X	ASN, DOP, IPO
7. Promote and assist the development of vacant lands in accordance with the Land Use and Zoning Plans as well as the Standards for Development.	X	X	X	MDC, ASN, DOP, DDS, IPO
8. Close many unnecessary curb cuts as development occurs.	X	X	X	MDC, DOP, DDS, DOT, IPO



## MICHIGAN ROAD CORRIDOR RECOMMENDED STANDARDS FOR DEVELOPMENT

The following standards are recommended for the Michigan Road Corridor to:

- (1) develop human and pedestrian scale in a typically high volume, active, automobile oriented corridor,
- (2) minimize, to the extent possible, negative impacts of new development and buffer adjacent residential uses,
- (3) contribute to positive visual perceptions of the corridor,
- (4) add to overall quality of the area through improved site organization, visual quality, and reasonable maintenance.

The design standards will not replace existing zoning ordinances, but complement them. They deal with many of the same topics as zoning ordinances, but are standards that are tailored to the Michigan Road area. They are written to guide the implementation of the plan for the area. Zoning variances may be necessary for situations where these recommended standards conflict with the requirements for zoning ordinances. The benefits to be gained by applying the standards to area projects, for the individual property owner and for the improved image of the area, will justify the variances to the zoning ordinances.

### STANDARDS FOR COMMERCIAL DEVELOPMENT

One of the most distinctive features of a commercial area is its buildings. Building size, shape, color, materials, etc. do much to establish the character of an area no matter what building style or age. For any commercial area to have an identifiable character there needs to be some common elements that run through the area e.g., similar architectural style, building age, building materials, etc. The design standards are to highlight existing character and to help new construction match that character.

### ARCHITECTURAL COMPONENTS

The reasons for developing building design standards are to make sure that new buildings or newly remodeled buildings:

1. Are compatible in color, style, construction, location, etc. with the surrounding environment, and
2. Are easily identifiable with the type of business that they contain.



A-I

Building Setback and Yards

- A. Front Setback/Side and Rear Yards - Front, side and rear yard setbacks in the Michigan Road Corridor vary greatly and any new development should have setbacks similar to adjacent existing development.

There are four distinct commercial areas in the corridor study area; from the intersection at Kessler Boulevard to the intersection of 60th Street, from Township Line Road to Hiland Drive, the Augusta Area from Hiland Drive to the bridge over Crooked Creek (about 7650 Michigan Road), and from the bridge over Crooked Creek to the intersection at 79th Street. Each should be treated in a different manner, to follow existing development in that area.

For the Kessler and Augusta areas where the setback is established by numerous single buildings, the setback for new construction should be the average of the setbacks of existing buildings within 200 feet of the building site in each direction, as required by the commercial zoning ordinance. For the Westlane and 79th Street areas, the setback for new construction should be similar to those established by similar building types, i.e., restaurant or strip mall.

Typically side and rear yards in the Michigan Road Corridor have been used for loading and front and side yards for parking. It is recommended that these uses continue where they meet the standards for parking, loading, setbacks, screening, and transitional yards. Wherever possible, parking and loading facilities for several different businesses should be merged so that duplication of these facilities is minimized and curb cuts reduced.

- B. Transitional Yards - Transitional yards (where required yards abut or are across the street or alley from a residential, special use or park district) should be a minimum of three to six feet deep and contain either a landscape strip, fence, or wall (described later).

A-II.

Building Shape and Orientation - Buildings in the study area generally have facades and floor plans that are rectangular, built either parallel to Michigan Road, or on a north-south axis. New buildings should be similar in shape and orientation to those around them.

A-III.

Building Materials - Significant commercial buildings in the study area are made principally of metal, glass,



brick, limestone, concrete block or stucco. In general, new buildings should be made of the same materials. Where concrete block is used, it should have a decorative or textured block face. In the Augusta area, only brick and/or wood construction should be used.

Side and rear facades of buildings not visible from streets can be made out of materials other than those used on facades seen from streets, but they should be painted or otherwise treated to be compatible with the visible facades.

Materials used in remodeling existing buildings should be of a quality and style typical to commercial buildings and compatible with the existing elements of the buildings on which they are placed. Materials such as wooden doors with no windows, rough sawn siding and wooden shakes would look out of place on commercial buildings in this corridor, and thus are not encouraged for use.

Mansard and other ornamental type roofs should not be added to existing buildings because they often cover up or detract from the original character of the building. They also quite frequently become maintenance problems. New construction may use these roof types if they are designed so as to be an integral part of the building structure and are made of low maintenance building materials.

Any materials used in the Michigan Road Corridor should be as durable and maintenance free as possible. Brick buildings that have never been painted should be painted only if it is necessary for preservation of the bricks. Painting often takes the character away from a brick building and also necessitates more frequent maintenance than a plain brick building.

- A-IV. Building Color - Typical colors on commercial buildings are in a neutral range and primarily the natural colors of the materials (i.e., the colors of brick, stone, metal, etc.) New colors should conform to this.

Color should never be the most immediately noticeable feature of a building.

- A-V. Storefronts - Storefronts in the study area typically contain doors and windows. New commercial construction should also contain windows and doors on facades facing streets.

New facades should have the same general proportions of storefront framing and window size as existing buildings in the area. Similarly, when buildings are



remodeled, these proportions should not be destroyed. The Michigan Road Corridor has areas of different character. New construction should match the character of adjacent structures.

- A-VI. Building Height - Commercial buildings in the study area are typically one story tall. It is recommended that new retail buildings be single story buildings. Office buildings, motels, apartment buildings, houses, etc. can be more than one story.
- A-VII. Handicapped Access - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drugstores, discount stores, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.) should provide handicapped access from parking areas into the building.

The handicapped access from parking areas to an accessible building entrance should follow American National Standards Institute specifications for site and building access. The standards are included as a part of the Uniform Building Code. The building accessibility part of the code in general requires that most buildings used by the public should have "at least one primary entrance...which is required to be accessible and usable by the physically handicapped and be on a level that would provide accessibility to the elevators where provided."

- A-VIII. Security Screens - Security screens should be the type that allow views through to the storefront when closed; they should be similar to those used in shopping centers. Security screens should be hidden from view when not in use.

Completely opaque screens, similar to garage doors, or permanently fixed bars on storefront windows should not be permitted.

- A-IX. Mechanical Equipment - Elements of mechanical equipment such as air conditioners, exhaust vents, heating ducts, microwave dishes, and antenna, should be as much out of public view as possible or should be screened from that view. They especially should not be visible from surrounding streets.
- A-X. Awnings - Awnings are fabric structures extended over building doors or windows for the purpose of shading windows or providing weather protection for pedestrians. Recently, awnings have also been used as signs. Awnings can be curved, concave, concave with sides, convex with flat sides and convex with curved sides.



Awnings placed on buildings with more than one ground floor tenant should all be of the same type although they may be of different colors.

Awnings should fit within the bays of storefronts and reflect the storefront proportions. They should be a minimum of eight feet above the sidewalk and should project no more than five feet from the building face.

Awnings should be supported by the building on which they are placed. They should not be supported with vertical members.

Awnings can have the name of the business and business address, that represents the primary business at that address. Lettering should be limited to 25% of the surface area of the awning. There should be no cartoon characters on awnings.

Awnings can be colorful (striped also) but the colors used should not contrast significantly with surrounding environment.

Metal, fiberglass or wooden awnings should not be permitted.

A-XI. Canopies - Canopies are roof-like projections over doors and windows or they are fabric or roof-like sidewalk covers constructed for the purpose of providing weather protection for pedestrians or accentuating entries.

Any canopy attached to a building should be made out of materials compatible to those on the building, should fit within the storefronts, and should reflect the storefront proportions. They should be a minimum of eight feet above the sidewalk.

In cases where it is desirable to cover a sidewalk with a canopy, any canopy supports should be out of the way of pedestrian flow and the roof should be as transparent as possible. Canopies are not appropriate in the Augusta area.

A-XII. Marquees - Marquees are roof-like projections over entrances which sometimes contain signs. They provide weather protection for pedestrians and accentuate entries. There are no marquees in the area and any new one installed would look out of place. Marquees, therefore, should not be permitted in the area.

A-XIII. Walk-up Windows - Exterior walk-up windows should be located so that they are safe and convenient for customers to use. Walk-up windows are not appropriate in the Augusta area.



- A-XIV. Outdoor Displays - There should be no outdoor display of products (e.g., appliances, rolls of carpet, lawn care items, etc.) in the area between the front of the building and the street right-of-way, in any required yards and in any off-street parking or loading areas.
- A-XV. Miscellaneous Attachments to Facades - No item attached to the facade of a building and located above a public sidewalk should extend lower than eight feet above the sidewalk. This includes ornamental lights, awnings, canopies, marquees, roof brackets, flags, etc.

## STANDARDS FOR RESIDENTIAL DEVELOPMENT

The Michigan Road Corridor still has large areas of residential development, mostly south of 67th Street, which should be preserved for residential land use.

The design standards are designed to help prevent any further commercial intrusion into the residential areas, and to maintain a residential character in the area.

### ARCHITECTURAL COMPONENTS

The reasons for developing building design standards are to make sure that new buildings or newly remodeled buildings:

- 1) Are compatible in color, style, construction, location, etc., with the surrounding environment, and
- 2) Maintain the residential character of the area.

A-I. Building Setbacks and Yards - Front, side and rear yards -- South of Grandview, building setbacks are so great that some buildings are not visible from the street. New construction should follow through with this estate-like setback. North of Grandview, residential setbacks (with the exception of large apartment complexes) are fairly uniform; the setback for new residential construction should be the average of the setbacks of existing houses that are within 200 feet of the building site.

A-II. Building Shape and Orientation - Buildings in the study area generally have facades and floor plans that are rectangular, built either parallel to Michigan Road, or on a north-south axis. New buildings should be similar in shape and orientation to those around them.

A-III. Building Materials - Depending on the age of the structure, the primary materials for residential



construction in the corridor are wood and brick.. In general, new buildings should be made of the same materials.

- A-IV. Building Color - Typical colors on residential structures are in a neutral or pastel range. New colors should conform to this. Color should never be the most immediately noticeable feature of a building.
- A-V. Building Height - New construction should conform to the Dwelling Districts Zoning Ordinance height limit of 35 feet.
- A-VI. Landscaping - The current landscaping of the residential neighborhoods is natural and free flowing. Installation of future trees and shrubs should reflect this and should not be planted in a linear manner with regular spacing of the plants. Churches and apartment buildings should be landscaped with extensive use of trees planted in clusters so that the buildings will blend into the neighborhood.



## STREETSCAPE AND SITE DESIGN COMPONENTS -- COMMERCIAL AREAS

The design of the streetscape (e.g., sidewalk materials, trees, grass strips, shrubs, etc.) and the layout of commercial development sites can have as significant an impact on the surrounding environment as the architecture of commercial structures. Potential customers need to feel comfortable with the area in which they shop. They need to feel that it is safe and easy to move about. Customers need to be able to leave their cars in a convenient location and have a safe and interesting walk to their destination.

The reasons for developing streetscape and site design standards are to make sure that:

1. Automobile circulation is safe and easy for the motorist to understand,
2. Loading areas operate efficiently and are as much out of public view as possible, and
3. The motorist/pedestrian environment is interesting, attractive, and free from conflict.

### SD-I. Streetscape Components

Examples of streetscape components are benches, trash receptacles, planters, kiosks, bus shelters, ornamental lights, landscaping, banners, flags, sidewalk materials, outdoor restaurants, bollards, fountains, statues, monuments, bike racks, and telephone booths.

Street furniture should be used sparingly and only when there is an obvious need. Many times it is placed where it will never be used. When used, it should be compatible with its surroundings. Materials used in street furniture should be as durable and vandal proof as possible and require a minimum of maintenance. Street furniture (such as benches and planters) can be of poor quality or improperly maintained after installation. Street furniture that is not maintained should be removed.

Street furniture should not be placed so that it interferes with car doors, people entering stores from the street, fire access, etc. Street furniture should be minimized in the Augusta area.

- A. Benches - Benches should be made of durable materials and weigh enough or be fastened in place so that they cannot be easily moved out of place. They should be comfortable to sit on with a seat that is at least eighteen to twenty inches wide and eighteen to twenty inches off of the pavement. The seat should have at



least a four inch overhang to provide space for heels. Two feet of leg space should be provided so that the legs of those seated will not block walkways.

There should be no advertising on benches.

- B. Trash receptacles - Trash receptacles should be of simple design, made of durable materials, and weigh enough or be fastened in place so that they cannot be blown over by the wind.. The opening on trash receptacles should be no higher than 3 feet. Open top receptacles are the easiest to use but are open to the elements and should contain weep holes. They expose trash to the public view and need to be emptied often.

Trash receptacle lids with open sides either with or without spring loaded doors are a little more difficult to use but hide the trash better.

There should be no advertising on trash receptacles.

- C. Kiosks - In areas where there is a significant demand to post notices and there is enough room, kiosks provide a logical place to post them.

If used, kiosks should be durable and designed at a human scale. If they are open to the free use of the public (not covered with glass or plastic) no portion of the display space should be above an easily reachable height.

- D. Bus Shelters - In cases where significant numbers of pedestrians wait outside, especially at bus stops, some type of waiting area should be provided. This could be anything from a simple seating area to a bus shelter. All waiting areas should be out of the pedestrian flow of the sidewalk.

If a bus shelter is used, it should be designed to blend into the surrounding area and be as unobtrusive and simple as possible. Bus shelters should be as comfortable as possible but not be designed in such a way that they attract loitering.

Bus shelters should be as durable and maintenance free as possible.

- E. Pedestrian lighting - The purposes of pedestrian scale lighting are to illuminate pedestrian ways, provide security, and to enhance the identity of distinctive areas.

Fixtures selected for a specific site or area should be decorative but at the same time have some relationship to the history or physical features in the area. They



should be functional and provide good rendition of color at night.

Typical mounting height of pedestrian fixtures is between ten and fifteen feet. Light fixtures should be spaced apart in such a manner that the minimum average maintained horizontal footcandles does not fall below .9 footcandle.

- F. Landscaping - Plants can be used not only to add beauty and interest to otherwise hard surface commercial areas but they can also help to clean the air of pollution and buffer undesirable views, noises, winter winds and harsh sunlight.

1. All plants should meet the standards of the American Association of Nurserymen.

Overall composition and location of landscaped areas should complement the scale of the site's development and its surroundings. It should help give the site visual unity. Generally, larger and contiguous plant massings, well-placed, are preferred to small, disconnected planting areas.

The landscaping (both the kind of plant materials selected and their positioning) should be subtle and natural, minimizing the negative visual aspects of the site rather than attracting attention. Unnatural looking plants with variegated or summer-long non-green foliage or with bizarre forms should be avoided or limited to special accents. Any such accents should have neutral planted backgrounds.

Plant materials selected should include some with seasonal interest (winter color, flowers, berries, good fall color, etc.). Generally, a significant amount (perhaps 1/3 to 2/3 shrub materials and, if appropriate, some trees) of the plantings should be evergreen.

Whenever possible planting beds should be wide enough for a varied foreground and background planting including both evergreen and deciduous materials. Such areas, if appropriate, should include evergreen trees, ornamental trees, and vertical accent shrubs. They may also include grass areas and/or planted earth mounds.

2. Street trees - Trees should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Street trees should be medium or large trees with a single straight trunk to eight feet above ground



before branching. They should be planted in the ground and not in containers.

Planting of trees which overhang (shade) paved areas including any adjoining public sidewalks, alleys, or streets is encouraged, so that the amount of pavement on the site and immediately surrounding it that is exposed to summer sun will be minimized.

Trees planted in commercial areas should be a minimum of two and one half inch caliper at time of planting.

3. Shrubs - Shrubs should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Shrubs used for screening should have dense growth and be at least twenty-four to thirty inches high at time of planting.

Shrubs should be used to screen all trash containers/dumpsters from frontage views. Screens should also be utilized to conceal equipment and supplies.

For more information on the types of trees, shrubs, hedges, and ground covers to use in Indianapolis with information about how to plant and maintain them, see the Division of Planning booklet, Plants and Design on the Indianapolis Landscape.

4. Ground cover - Grass (turf) areas should not be over-used. Appropriate areas for grass may include areas under shade trees, slopes or mounds less steep than 3:1 slope, borders between pavement and planting beds, and as part of visual compositions including trees and taller shrubs.

Other planting areas may be thickly mulched (use 3 to 6 inches of chips or granular material, plastic sheeting not advised). That mulch should be well contained so that passersby, snow plows, etc. do not scatter it onto walks and other pavement.

5. Tree guards - If tree guards are used on public sidewalks of fifteen feet or less, they should not have an outside diameter greater than one foot six inches. The wide horizontal tree guards either obstruct car doors or the sidewalk. Flat tree grates that can be walked on are a better way of protecting the base of trees in highly used pedestrian areas. If tree grates are used on public sidewalks, they should have an outside diameter greater than three feet. The perforations within



the grating should be small enough to prevent most objects from becoming lodged or falling through.

6. Planters - In-ground planters are preferred over pots, planter boxes or raised planters. Plants usually survive better if they are not exposed to wind and cold as they are in pots, planter boxes or raised planters. In-ground plantings are more natural and more easily removed if not wanted. A planter box full of dirt is difficult to remove.

In-ground planters should be used year round with seasonal flowers. If possible, evergreens should be placed in them for the winter months.

7. Plants should be selected and placed such that pruning is not necessary to maintain proper clearances for sight lines, utilities, etc.

The need for special maintenance of plants should be minimized by selection of hardy, tolerant species and placement in good locations for growth without damage.

Trees, shrubs, and sod should be adequately watered, fertilized, trimmed, and generally maintained to ensure survival and steady growth.

- G. Banners - Banners are pieces of fabric that bear emblems, mottos, slogans, etc. Banners are not permitted by the sign ordinance except during a seven consecutive day period related to a "grand opening" and for a period beginning two weeks prior to and ending three days following May 30 of each year, in relation to the "500" Festival.
- H. Flags - Flags are pieces of cloth that contain symbols or patterns used as national, state or local organizations. They are affixed to a flag staff attached to the building facade or a vertical flag pole. Flags should not be mounted as banners on building facades or horizontally project into the right-of-way where they will block significant views.

Flags are not to be permitted as signs.

- I. Sidewalk surfaces - Sidewalks should be made of concrete, stone or brick. Patterns of contrasting materials can be created to provide interest and help to delineate paths, activity areas and crosswalks.

Sidewalk surface materials should be integrated into the overall design concept for an area and be compatible with the street furnishings selected for an area. In no case should the sidewalk surface be so busy that it dominates the image of an area.



Unit masonry should be laid on a smooth and rigid base, so that a level walking surface is provided. Extremely rough walking surfaces, such as cobblestones, should not be used.

- J. Outdoor restaurants - Outdoor restaurants should be discouraged in the Michigan Road Corridor. Should there be any, they should be entirely on private property, located adjacent to retail business property, and should not be located near any residential use. Outdoor restaurants should be adequately separated from pedestrian and automobile traffic to provide for the comfort and safety of the patrons.

- K. Automobile barriers - Automobile barriers should be placed at the outer limits of roadways and parking areas when needed. Concrete (precast sections or poured-in-place) curbs or asphalt curbing is a typical barrier. Railroad ties, utility poles laid down, concrete wheel guards and wood timbers should not be used as curbs.

Bollards are vertical posts approximately twenty to thirty inches in height. They should be made of metal or concrete and should be spaced no greater than five feet apart and no closer than three feet. Concrete bollards should have a scale and design that is compatible with other street furnishings in the area where they are placed. If pipe bollards are used, they should be at least four inches in diameter and they should be capped, painted, and galvanized.

If low walls are used, they should be compatible in materials and design with the adjacent buildings and be at least thirty-six inches in height but no higher than forty-two inches.

If posts and chains are used, they should be metal and not plastic. Posts should be no higher than thirty inches. Both the posts and chains should be painted to prevent rusting.

Guard rails should not be used as vehicle barriers in areas visible to the public.

- L. Bicycle racks - If bicycle parking is provided, it should be convenient enough to cyclist destinations that it will be used, and yet the parking area should be out of the way of major pedestrian movement. Bicycle parking should be in an area that has constant surveillance to help prevent bicycle theft. Spacing of parking stalls should be at least two feet to allow for easy circulation in and out. Racks that allow for locking both the wheels and the frame are most desirable.



- M. Telephone booths - Exterior pay telephones should be the stand up pedestal type or they should be on the side wall of a building. Telephones should not be oriented so that they attract use by motorists from their cars. This type of orientation compounds traffic circulation problems.
- N. Vending machines - Vending machines, other than newspaper vending machines limited to four feet tall by one foot six inches deep by two feet wide, should not be placed in the public right-of-way. No vending machine should be placed in front of the front building line and should be within an area that is specifically designed for their installation so that they do not block sidewalks, interesting aspects of a storefront or store windows.
- O. Fountains, statues and monuments - While there are now few fountains, statues and monuments in the study area, it may become desirable to place such an item in the area. In general, these items should be durable, out of the path of pedestrian flow and designed to fit the site they are to occupy.

SD-2. Components of Site Design

Components of site design are parking, landscaping, fences and walls, earth work and loading areas. Development sites should be laid out so that vehicle and pedestrian circulation is both safe and logical.

- A. Parking - In an area such as Michigan Road that depends heavily on customers arriving in automobiles, parking is very important. It should not intrude on pedestrian environments, and yet it should be easy for the motorist to find. There shall be no on-street parking in the Michigan Road corridor.

- 1. Parking layout - Parking entrances, exits, aisles, bays and traffic circulation should be designed and constructed according to the specifications in Architectural Graphic Standards, Seventh Edition, Ramsey and Sleeper, John Wiley and Sons, Inc., New York, N.Y., except that parking spaces should be provided as set forth below.
- 2. Number of spaces provided - The number of parking spaces for commercial or residential development should be provided in public parking lots in the following ratios:

Residential	1 space per unit
Office/Banks	1 space per 400 square feet GFA*



Medical/Dental Clinics	1 space per 200 square feet GFA*
Light Traffic Retail	1 space per 500 square feet GFA*
Heavy Traffic Retail	1 space per 250 square feet GFA*
Amusement	1 space per 200 square feet GFA*

GFA = Gross Floor Area

3. Standard size parking space - Parking spaces for standard sized cars should be not less than nine feet in width and eighteen feet in length; provided, however, that the total usable parking space shall be, in no instance, less than one hundred eighty square feet in total area.
4. Screening - Parking lots should be screened on all sides where they do not abut buildings. This may be either an architectural screen or a plant material screen.

Views of trash receptacles, truck loading/unloading areas, service areas, car stacking areas, etc. should be screened from view from the public right-of-way. Screens should consist of plantings, fences and/or walls whose design is visually integrated with the site's primary building.

Screening is to be primarily car height (about four feet) except where it might be a hazard to passersby or driver sightlines. Where important sightlines occur, shrubs exceeding 2' height should be set back about 30' from intersections and 10' or more from where driveways cross sidewalks or enter streets or alleys.

All paved areas and service areas visible from residential yards and windows, including upper story windows, should be buffered (but not necessarily totally screened) by vegetation or other screening materials.

- a. Architectural screen - Fences or walls should be of "wrought iron" (steel, aluminum, iron), brick, stone or other material which are compatible with surrounding buildings. Solid walls or fences should be between thirty-six and forty-two inches high, to screen parking or services, yet allow vision over it for security purposes. "See through" fences and walls should be used in conjunction with plantings to prevent visual monotony. Full height, non-see through fences,



walls, or plant screens should be used to screen dumpsters, loading docks, etc., and between commercial and residential land uses.

- b. A plant material screen - A compact hedge of evergreen or deciduous shrubs, at least twenty-four to thirty inches in height at the time of planting. Screening should be provided in a strip between three and six feet wide. Trees should be included in the strip with spacing depending on species. They should be at least 2 1/2 inches caliper at time of planting. The ground area between such wall, fence or hedge and the front lot line should be planted and maintained in grass, other suitable ground cover, or shrubbery. All shrubs and trees should be planted balled and burlapped.
5. Five percent of the total parking lot area should be used for interior landscaping. This should include one tree for every 300 square feet of interior landscaped area. The remaining interior landscaped area should be planted in ground cover or shrubs.
6. Parking access - Public parking lots in commercial areas should be designed to: reduce internal congestion, provide better access to more businesses through the use of an internal circulation system, provide a more aesthetic commercial area through an integrated planting plan, minimize potential conflicts with nearby residential traffic, and avoid traffic congestion on main thoroughfares through the reduction of curb cuts and well-planned entrances and exits.

Vehicular traffic related to commercial areas should not use streets or alleys with residential uses abutting them for access to commercial development. Vehicles should not be forced to back from or into the public right-of-way.

Traffic patterns, curb cuts, service areas, stacking areas, and parking should be sited or screened to minimize chance of headlights shining into any residential windows.

7. Parking surface - The ground surface of every parking lot in a commercial area should be paved with brick, concrete, asphaltic pavement or a similar paving that is durable and dust free. The hard surface should have a definite edge to it (metal edging, curbs, sidewalks, walls, planters, etc.)



8. Parking space markings - Parking spaces should be marked by surface paint or change in materials.
9. Parking illumination - Lighting should be provided in parking lots that are used at night. The lighting equipment should be located, shielded and directed so that the lighting distribution is confined to the area to be lighted.

Lighting levels for outdoor parking areas should be 2.0 footcandles. Lightpoles should be at least twenty feet high but not more than fifty feet high.

10. Wheel stops - Where a parking lot abuts a public sidewalk or a landscape strip, wheel stops or curbing should be placed two to three feet from the sidewalk to avoid bumper overhangs into the walk or landscape strip. Railroad ties, utility poles laid down, or wood timbers should not be used as wheel stops. Precast concrete wheel guards are the preferred material.
11. Handicapped parking - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drugstores, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.) should provide parking for the handicapped.

Parking for the handicapped (13 feet wide) should be provided in public parking lots in the following ratios:

<u>Total Parking in Lot</u>	<u>Minimum Number of Accessible Spaces</u>
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2% of Total
Over 1000	2% plus 1 for each 100 over 1000

- B. Front yards - Front yards, where space is available and landscaped front yards are typical, should be landscaped in an open pattern in grass and shrubbery, trees and/or hedge to provide a partial screening of the commercial use. An ornamental, decorative fence or masonry wall, may be used in conjunction with the landscaping.



- C. Fences and walls - Fences or walls in the study area should be of the types described in SD-2, A, 4.

Except as a temporary use during construction, chain link should be used only sparingly in the Michigan Road area. When used it should not (a) be permitted on sites that contain no structure, (b) be located in yards abutting public streets or on the front property line, (c) be visible from surrounding public streets, (d) be adjacent to or within 200 feet of residential units, and (e) be any finish other than vinyl clad or painted.

Barbed, concertina, or razor ribbon wire topped fences are not appropriate in commercial areas except for certain industrial sites and, in rare instances, certain commercial sites where it is out of public view.

- D. Earth berms - Berms may be used in conjunction with landscaping to separate conflicting uses as well as buffer noisy or unattractive areas. They are earthen barriers with sloping sides located between areas of approximately the same elevation. They should be landscaped sufficiently to deter erosion and yet be low enough to allow natural surveillance beyond.
- E. Loading and service drives - Off-street loading should be provided for commercial uses in the study area in accordance with the Commercial Zoning Ordinance which is generally summarized below.
1. Minimum area - Each off-street loading space should be at least twelve feet in width by at least fifty-five feet in length, exclusive of aisle and maneuvering space, and should have a vertical clearance of at least fifteen feet.
  2. Location and setback - All required loading spaces should be located on the same lot as the use served, and should be so designed and located that trucks should not back from or into a public street.  
  
No open loading space should be located in a minimum required front, side or rear yard.
  3. Screening - Any loading space on a lot abutting a residential district, separated by an alley from a residential district, or visible from major streets should be enclosed within a building or screened and landscaped.
  4. Surface of loading area - All open off-street loading areas should be paved with concrete or asphalt pavement to adequately provide a durable and dust free surface free of weeds.



## SIGNS

The primary purpose of signs should be to identify a place of business so that it can be found by potential customers. Signs should not dominate the environment (buildings, landscaped areas, vistas along streets, etc.) in which they are placed. When signs are allowed to dominate their environment, visual chaos results and information offered to the public becomes difficult or impossible to comprehend. A set of sign standards should achieve business identification and a brief description of the primary goods or services provided yet prevent this chaos.

Development of sign standards that are more detailed than the Sign Regulations of Marion County Indiana are to make sure that signs are:

1. Compatible in color, style, construction, location, etc. with the surrounding environment,
2. As simple and straightforward as possible in identifying businesses and their primary products,
3. Easy to read, and
4. Not in competition with or confused with traffic control or safety devices.

### Standards

#### S-I. Sign Types:

- A. Projecting sign - a sign that is attached to a building and projects outward more than eighteen inches. Projecting signs can block scenic views and neighboring signs, so projecting signs are recommended only on facades that do not front on streets (they may be on facades facing on streets if they are more than 50 feet from the right-of-way line).
- B. Pole sign - a sign which is supported by one or more uprights from the ground. Pole signs are typical in the Michigan Road Corridor and, therefore, new pole signs are appropriate in the area. Pole signs should be fifteen feet from the right-of-way lines. Pole signs, similar to projecting signs, can block scenic views and neighboring signs, so it is recommended that, as much as possible, signs for several tenants should be combined on one pole. Pole signs are not appropriate in the Augusta area.
- C. Ground sign - a sign which is supported from the ground with a sign surface extending downward to or near ground level. Ground signs, as permitted by the Sign Ordinance, may be no taller than four feet in height.



- D. Wall sign - a sign which is affixed to an exterior wall of a building, but which does not constitute a projecting sign. Since wall signs effectively identify businesses but do not block views, they are highly recommended for the Michigan Road area.

Content on wall signs should be limited to the identification of the business only. "Laundry lists" of products should be in the form of window signs.

- E. Roof top sign - a sign affixed to the roof of a building. Roof signs are fairly typical in the Michigan Road area. Since roof signs have a very significant visual impact on the area in which they are placed and there are already a number of roof signs in the Michigan Road area, it is recommended that no new roof signs be constructed in the study area.
- F. Vertical sign on a building facade - a sign running continuously from the lower level to the upper level of a building as either a projecting sign or a sign flat on the building. Since this type of sign is not common in the Michigan Road area (few buildings above one story), and since it can have the same effect of blocking views as a projecting sign, this type of sign should not be permitted for the study area.
- G. Cube sign and other signs with more than two faces - a sign with more than two faces in the form of roof top, projecting, ground or pole sign. Since these signs are necessarily bigger than a single or double faced sign, they should not be permitted in the study area.
- H. Awning sign - a sign on a fabric structure extended over a building door or window. Awnings can have the name of the business, and business address that represents the primary business at that address. Since awnings used as signs combine the functions of identifying the business, shading windows and protecting pedestrians from the weather, they are recommended for the Michigan Road area. One drawback is that when a business changes they have to be changed also.
- I. Marquee sign - a sign on a roof-like projection over entrances. A movie marquee is an example. Since this type of sign is not common in the study area and it has the same effect of blocking views as a projecting sign or a cube sign, it should not be permitted in this area.



- J. Canopy sign - a sign on a roof-like projection over a door or window or on a fabric or roof-like sidewalk cover. When canopy signs are used in the study area, they should be integrated into the architecture of the building on which they are placed.
- K. Billboard - a sign supported from the ground, affixed to a wall or building roof for a series of alternating advertising. Since billboards have a very significant visual impact on the area in which they are placed and there are already a number of billboards along Michigan Road, it is recommended that no new billboards be constructed in the study area.
- L. Window sign - a sign placed in, behind, affixed to or painted on a window so that it can be seen from the public right-of-way. Included are neon signs, temporary sale signs, sign boards, and painted signs. Window signs are common in the study area, and therefore they are recommended for future use.

Window signs may be used to identify the business, list major items sold or advertise sales or prices (sales and price signs should be only temporary).

- M. Miscellaneous signs - There are certain types of business identification that do not fall into any of the above categories such as large balloons, either on the ground or in the air; pennants; portable signs; large statue-like figures; immobile vehicles with signs on the sides, etc. These types of signs are not permitted by the Sign Ordinance.

In general these types of signs simply add to the visual chaos of an area, and therefore are not recommended for the Michigan Road area.

#### S-II. Classification of Content:

- A. Advertising sign - a sign which directs attention to any business, product activity or service that is not the primary business, product, activity or service conducted on the premises upon which such sign is located.
- B. Business sign - a sign which directs attention to a business, building, product, activity or service manufactured, sold or offered on the premises where such sign is located. Business signs should not contain advertising such as the logo of a product that is not the primary product sold on the premises.



It is assumed that every business in the study area may have at least one business sign.

- C. Incidental sign - a sign that designates accessory uses direction, identification, information or real estate for sale, rent or lease. It is assumed that businesses in the study area will have need for incidental signs.

S-III. Sign Construction:

- A. Materials - In general signs should be constructed out of durable materials that are compatible with the surrounding area or the building on which they are placed.
1. Wooden sign - a sign constructed primarily of either wood or plywood. Wooden signs are fairly common in the Michigan Road area, especially painted plywood. As long as they are well maintained, wooden signs are acceptable in this area.
  2. Metal sign - a sign constructed primarily of metal, either painted or natural finish. It may be a continuous sheet or individual letters. Metal signs are acceptable in the study area.
  3. Plastic sign - a sign constructed primarily of plastic, although it may be a plastic face in a metal box. It may be in the form of a continuous sheet or individual letters. Plastic signs are both common and acceptable in the Michigan Road area.
  4. Neon sign - a sign made of glass tube filled with neon gas which glows when an electric current passes through it. They are usually placed inside store windows. Neon signs are acceptable in the study area.
  5. Electronic message sign - a sign made up of many individual light bulbs set in a grid and electronically controlled to change the message on the sign. This is not a common sign type in the study area and tends to add to or create visual chaos when used, and therefore is not recommended for use in the area.
  6. Changeable copy sign - a sign board with lettering that can be manually changed to alter the sign message. These signs are acceptable in the study area. Twenty-five percent of any wall, roof, pole or projecting sign may be a reader board sign.



7. Painted sign - a sign painted directly on the surface of a building. Even though this type of sign has been used in the Michigan Road area before, it should not be permitted in the study area especially in situations where the surface to be painted has never been painted before. When tenants change it is easier to remove a separate sign than it is to remove paint from a building wall.

- B. Sign color - In general signs should have colors that are compatible with the immediate environment in which they are placed. Sign lettering should contrast with the background it is placed on so that it can be read, but it should not contrast so much that it dominates the surrounding environment.

The color of individual letter signs should complement the surface they are placed on. The dominate feature of any sign that has a background should be the lettering and not the background. Similarly, internally lit signs should generally have a dark background and light letters to feature the letters and not the background.

- C. Sign illumination - If it is necessary to illuminate a sign for use at night, it should be done in such a way that the means of lighting does not dominate the sign.

1. External illumination - lit by shining lights on the sign. This can be accomplished in a number of ways: concealed ground lights, valance lights, shaded spot lights, etc. Bulbs in fixtures that are used for external illumination of signs should be concealed from public view. In no case should bare bulbs be used to illuminate or draw attention to a sign.

2. Internal illumination - lit by fixtures inside the sign that shine through a translucent surface.

Both internal and external illuminated signs are appropriate in the study area. Flashing lights should not be used.

Any lit signs should be shielded from view from any nearby residential windows.

- D. Sign letters -

1. Style - Style of lettering should be selected on the basis of legibility. Helvetica with a combination of upper and lower case letters is an



example of an easy to read lettering style. The letters need to be simple and open.

2. Height - A typical maximum height for sign lettering in the Michigan Road area is twenty-four inches. This should be the maximum permitted in the area.

E. Sign location -

1. Pole sign - If a pole sign is used (see S.I.B. above), the bottom edge of the sign should be at least nine feet from the ground, the top edge no higher than twenty feet and all portions of the sign should be behind the existing building setback lines from adjacent street rights-of-way.
2. Ground sign - Ground signs should also have all portions of their structure behind existing right-of-way lines.
3. Wall sign - Wall signs should be located on the strip of building front located between the top of the first level windows and the top of the facade on one story buildings, and between the top of the first and the bottom of the second level windows of a multi-story building. They should be located only on the front of building facades with frontage on public streets. Wall signs should be applied so that they blend in with the details of the storefront and not cover decorative brick work, transom windows, etc. A space of 6 to 12 inches should be left between the bottom of the sign and the first floor door or window lintels, and between the top of the sign and the second floor window sills or cornice construction.
4. Window sign - Opaque signs placed on windows should be out of the normal vision lines for people on the sidewalk, usually at the top of the window. Name of business signs that can generally be seen through (individual letters) can be at eye level.
5. Incidental sign - Since most incidental signs are smaller than advertising and business signs, and since they may serve a number of different functions, the location of these signs must be reviewed individually.

It should be said, though, that they should not impede the vision of motorists or pedestrians or be placed in the right-of-way.



F. Sign size -

It is recommended that the maximum amount of sign square footage for all signs on any one street frontage of a business is one hundred square feet. The maximum recommended size for each sign type in the Michigan Road area is shown below:

1. Pole sign -

<u>Linear Ft. or Frontage</u>	<u>Max. Sq. Ft. of Sign Surface</u>
0 - 100	60
100 - 200	100
200+	250

Integrated center - In addition to wall signs (100 sq. ft. each max.), businesses in an integrated center may have signs on a combined pole sign. Each of these signs should be no larger than 24 sq. ft. There may be an additional sign on the pole identifying the center. These signs should be no larger than 70 square feet.

	<u>Max. Sq. Ft. of Sign Surface</u>
2. Ground sign -	24
3. Wall sign -	Total of 100
4. Projecting sign - (not on a facade fronting on a street unless 50 ft. from R.O.W.)	24
5. Window sign -	
Permanent -	25% of glass
Temporary -	15% of glass
(window signs should allow normal vision into store windows)	
6. Incidental sign -	6

Signs in the Augusta area should be of a smaller scale in keeping with the smaller scale of the existing setbacks, buildings, and signs.



G. Number of Signs -

1. Corner Lots

One pole sign and two wall signs,  
or  
One projecting sign and two wall signs,  
or  
One ground sign and two wall signs,  
or  
Three wall signs.

2. Interior Lots

One pole sign and one wall sign  
or  
One projecting sign and one wall sign  
or  
One ground sign and one or two wall signs.

If an interior lot has a frontage of more than two hundred feet in width, then the property may have the same number and combination of signs as described above for corner lots.



## APPENDIX A

The following map depicts variances and rezonings from 1968 through 1987. Although rezoning and variance does not always translate into immediate development, the analysis of these rezonings and variances does often reveal when and where the market pressures for development have occurred. For example, a quick look at the rezoning history will reveal that the majority of the rezonings along the corridor from 38th Street to 60th Street occurred from 1968 through the 1970's. On the other hand, many rezonings north of 60th Street occurred from the middle 1970's through the present. One conclusion would state, therefore, that the pressure for development in the northern section of the corridor has been, generally, more recent.

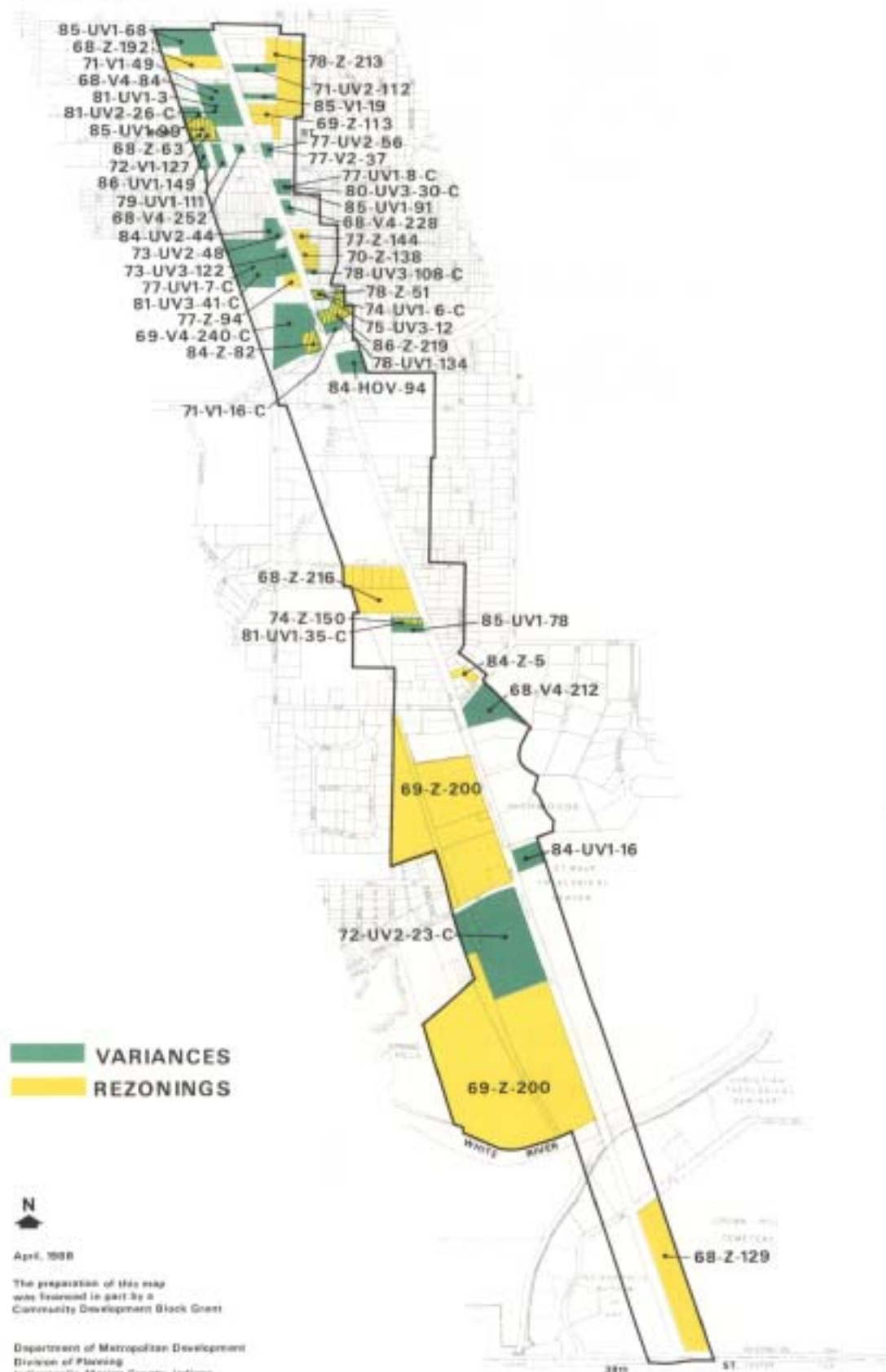
Any inquiry regarding the specifics of a particular rezoning or variance case should be made to the Department of Metropolitan Development - Division of Development Services.



# MICHIGAN ROAD CORRIDOR PLAN

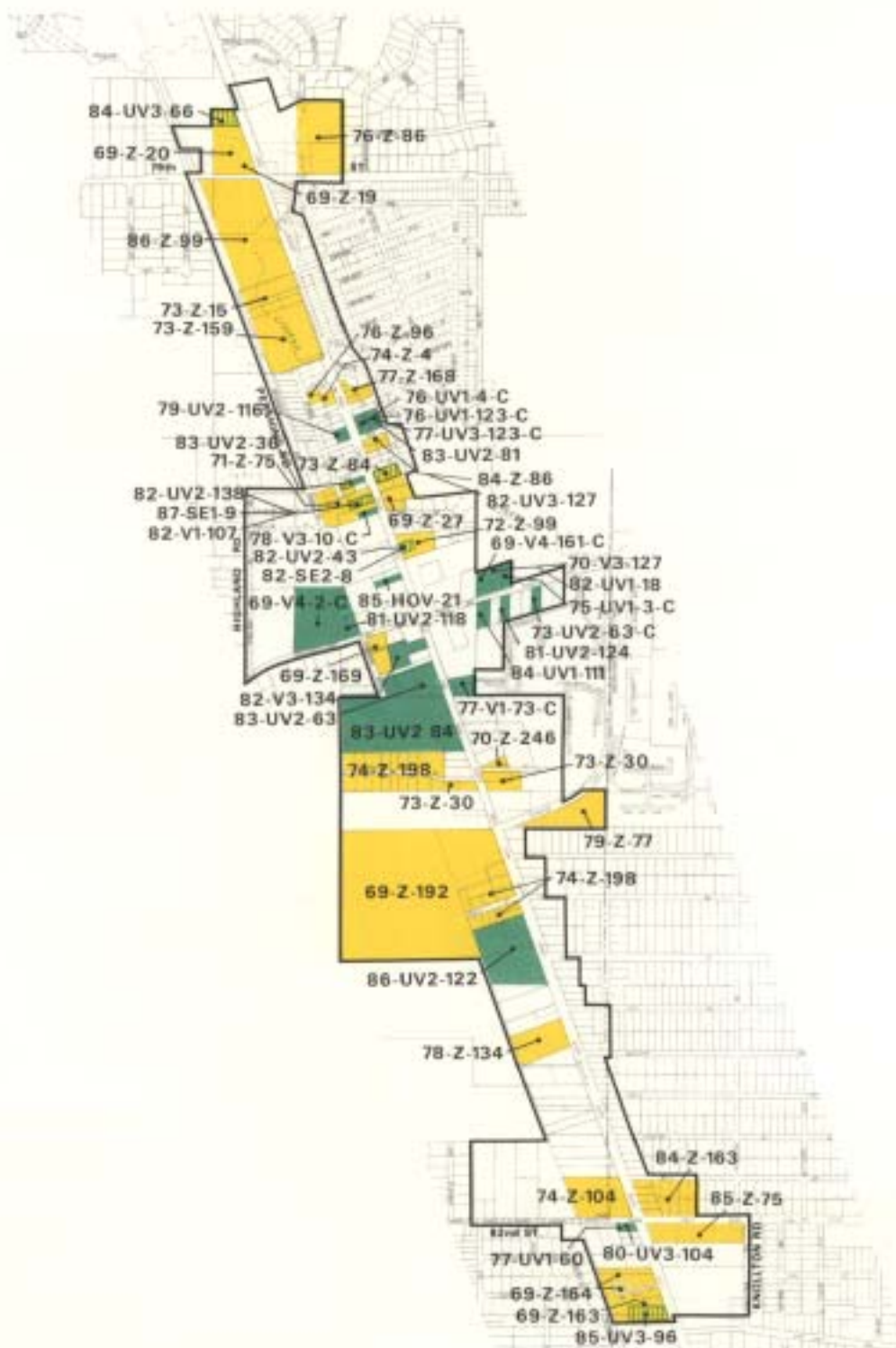
## MAP 11 / VARIANCES AND REZONINGS (1968-1987)

Subarea One





# Subarea Two





PERMITTED USES IN COMMERCIAL ZONING DISTRICTS

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-ID
Accessory, Convenience Retail Sales and Services in Offices and Apartments		X*							
Accounting, Auditing, and Bookkeeping Services	X	X	X	X	X	X		X	
Advertising Services	X	X	X	X	X	X		X	
Adult Bookstore					X(SE)*	X(SE)*		X(SE)*	
Adult Theatre (amusement, recreation, entertainment)					X(SE)*	X(SE)*		X(SE)*	
Air Conditioner Sales and Service (window type)					X	X		X	
Air Conditioner Sales and Service (central type)									X
Alcohol - Package Liquor Store			X*		X*	X*		X*	
Alignment, Wheel						X		X	
Ambulance Service						X		X	
Amusement Arcade					X(SE)*	X(SE)*		X(SE)*	
Animal Hospital					X	X		X	
Antique Store			X	X	X	X		X	
Apartment Hotels						X	X	X	
Apartments (attached or detached multi-fam. dwell)		X							
Apparel Shop			X	X	X	X		X	
Appliance Sales and Service - Major					X	X		X	
Appliance Sales and Service - Small			X	X	X	X		X	X
Archery						X		X	
Architectural Offices	X	X	X	X	X	X		X	
Art School					X	X		X	
Arts and Crafts Studio			X	X	X	X		X	
Athletic Club					X	X		X	
Auctions (and auctioneer)						X		X	
Auditoriums	X	X	X	X	X	X		X	
Auto and Tire Center					X*	X*		X*	
Auto Paint Shop						X*		X*	
Auto Parts Sales					X*	X		X	
Auto Rental						X		X	
Auto Repair Garage (including transmission, painting, and radiator)						X*		X*	
Auto Rustproofing					X*	X*		X*	
Auto Sales, New or Used, Service and Repairs					X*	X*		X*	
Auto Storage of New or Used Vehicles									X
Auto Trailer Rental								X	
Auto Wash (automatic)					X*	X*		X*	
Awning Contractors									X
Bait and Tackle Shop			X	X	X		X		
Bakery (retail)			X	X	X		X		



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Ballrooms (public)					X		X		
Banks	X	X	X	X	X	X		X	
Barber School					X	X		X	
Beauty Shop			X	X	X	X		X	
Bicycle Sales, Service and/or Repair (conducted within enclosed buildings)						X*		X*	
Bicycle Store			X	X	X	X		X	
Billiard Parlor					X	X		X	
Blue Printing					X	X		X	
Boat Sales and Service and Storage								X	
Body Shop - Auto						X*		X*	
Bottled Gas Storage and Distribution									X
Bowling Alley					X	X		X	
Brokerage Firms	X	X	X	X	X	X		X	
Building Contractors									X
Building Materials - Retail (outside storage)									X
Building Materials Retail (no outside storage)					X	X		X	
Bus Garage and Maintenance								X	
Bus Sales, New or Used, Service and Repair								X	
Business Office	X	X	X	X	X	X		X	
Candle Shop			X	X	X	X		X	
Car Wash (completely indoors, self-service auto- matic or semi-automatic)					X*	X*		X*	
Card Shop			X	X	X	X		X	
Carpet Sales			X		X	X		X	
Catering Service						X		X	
Cemetery Monuments and Tombstones								X	
Ceramic Shop			X	X	X	X		X	
Charitable Institution Donation Pick-up Station			X	X	X	X		X	
Christmas Tree Sales (temporary seasonal use)					X*	X*		X*	
Civic Club	X	X	X	X	X	X		X	
Clerical School	X	X	X	X	X	X		X	
Club Rooms					X	X		X	
Commercial Amusement (or entertainment or recreation) - Indoor					X	X		X	
Commercial Parking Lots and Structures					X	X		X	
Commissary and Similar Retail Food Preparation						X		X	
Community Center	X	X	X	X	X	X		X	
Community Shopping Center (90,000-275,000 sq ft gfa)					X	X		X	
Condominium		X							



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-ID
Construction Company									X
Consumer Services Office	X	X	X	X	X	X		X	
Contractors (i.e., painting, decorating, roofing, awnings, etc.)									X
Convalescent (homes)	X	X							
Correspondence School	X	X	X	X	X	X		X	
Crating and Pack. Service									X
Credit Service	X	X	X	X	X	X		X	
Custard Stand					X*	X*		X*	
Custom Glass Fabrication and Installation								X	
Dairy Products - Retail			X	X	X	X		X	
Dance Hall					X	X		X	
Dance School or Studio (instruct. purposes only)					X	X		X	
Data Process. or Analysis	X	X	X	X	X	X		X	
Day Nursery	X	X							
Decoration Contractor									X
Delicatessen			X	X	X	X		X	
Dental Clinic and Lab.	X	X	X	X	X	X		X	
Dental Office	X	X	X	X	X	X		X	
Department Store					X	X		X	
Disco					X	X		X	
Discount Store					X	X		X	
Disinfection and Extermination Service Contractor									X
Distributor									X
Doctor's Office	X	X	X	X	X	X		X	
Dog Grooming			X	X	X	X		X	
Dog Training or Schooling (no boarding)			X	X	X	X		X	
Dressmaking Shop			X	X	X	X		X	
Drive-In Restaurant					X*	X*	X*	X*	
Drive-In Theatre						X		X	
Driving Range - Golf						X		X	
Drug Addiction Counseling Office	X	X	X	X	X	X		X	
Drug Medical Stations (Clinic)	X	X	X	X	X	X		X	
Drug Store			X	X	X	X		X	
Dry Cleaning (self-serv.)			X	X	X	X		X	
Dry Cleaning Pick-up Station			X	X	X	X		X	
Dry Cleaning Plant									X
Dry Goods Store			X	X	X	X		X	
Educational Institution	X	X	X	X	X	X		X	
Electrical Contractor									X
Electrical Supplies (retail sales)			X	X	X	X		X	
Engineering Office, Professional	X	X	X	X	X	X		X	
Equipment Rental, both Heavy and Light								X	



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Extermination and Disinfection Service Contractor									X
Fabric Store			X	X	X	X		X	
Farm Equipment Sales and Service								X	
Firing Range (indoors)					X	X		X	
Flea Market (indoor)					X	X		X	
Flea Market (outdoor)						X		X	
Floor Covering Store			X		X	X		X	
Flower Sales (temporary seasonal use)					X*	X		X	
Food Locker Plant						X		X	
Food Store			X	X	X	X		X	
Fruit Stand						X		X	
Fuel and Ice Dealers									X
Funeral Homes	X	X	X	X	X	X		X	
Furniture Repair and Stripping									X
Furniture Repair (as part of an antique business)			X						
Furniture Store					X	X		X	
Furniture Store - Used			X	X	X	X		X	
Galleries	X	X	X	X	X	X		X	
Garages - Off-St. Parking					X	X		X	
Garden and Lawn Materials Supplies, Equipment, Outdoor Display						X		X	
Gasoline Service Station			X*		X*	X*	X*	X*	
Gift Shop			X	X	X	X		X	
Glass (auto) Repair Shop					X*	X*		X*	
Glass (custom) Fabrication and Installation								X	
Golf (indoor miniature)					X	X		X	
Golf (miniature)						X		X	
Golf Course						X		X	
Governmental Office Complex	X	X	X	X	X	X		X	
Grocery			X	X	X	X		X	
Gun Sales			X	X	X	X		X	
Gymnasium					X	X		X	
Hardware Store			X	X	X	X			
Hardware Supplies Contractual									X
Health Club, Spa, Studio					X	X		X	
Heating Systems Sales and Service Contractor									X
Heavy and Light Equipment Rental								X	
Hobby Shop			X	X	X	X		X	
Home for the Aged	X	X							
Home for Juveniles	X	X	X	X	X	X		X	
Home Remodeling Company									X
Home Remodeling Supplies and Materials								X	



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-ID
Hospital, Sick Room Equip- ment, Sales and Rental			X		X	X		X	
Hotel						X	X	X	
Household Appliance Sales and Service - Major					X	X		X	
Household Appliance Sales and Service - Small			X	X	X	X		X	
Ice and Fuel Dealers									X
Ice Skating Rink (indoor)					X	X		X	
Industrial Laundry									X
Insurance Agent or Service	X	X	X	X	X	X		X	
Interior Decorator (in- cluding display and sales)			X	X	X	X		X	
Interior Decorator (no display or sales)	X	X	X	X	X	X		X	
Jewelry			X	X	X	X		X	
Job Printing					X	X		X	
Karate School					X	X		X	
Kindergarten	X	X							
Language School					X	X		X	
Laundromat (self-service)			X	X	X	X		X	
Laundry Pick-up Station			X	X	X	X		X	
Law Office	X	X	X	X	X	X		X	
Lawn Mower and Equipment Service and Repair (within enclosed building)						X		X	
Library	X	X	X	X	X	X		X	
Light Equipment Rental								X	
Linen Supply									X
Liquor Store (package)			X*		X*	X*		X*	
Loan Office	X	X	X	X	X	X		X	
Locksmith			X		X	X		X	
Lodges					X	X		X	
Lumberyard								X	
Lunch Counter			X	X	X	X		X	
Mail Order Store			X	X	X	X		X	
Major Appliance Sales and Repair					X	X		X	
Manufacturing - Prefabri- cated Wood Buildings and Structural Members								X	
Marine - Sales and Service								X	
Mass Transit Terminal					X	X		X	
Massage Parlor, Service or Facility (excepting professional, medical)					X*(SE)	X*(SE)		X*(SE)	
Meat and Meat Products Wholesale									X
Medical Clinic and Laboratory	X	X	X	X	X	X		X	
Medical Supply Firm			X		X	X		X	
Millwork									X
Mobile Home - Sales and Service								X	



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Model Display Home, Garage, Outbuilding, or Similar Structures								X	
Mortuary	X	X	X	X	X	X		X	
Motel						X	X	X	
Motorcycle Sales, Serv. or Repair (in enclosed bldg.)						X*		X*	
Moving Company									X
Muffler (only) Repair Shop (totally enclosed)					X*	X*		X*	X
Multi-Family Attached or Detached Dwelling		X							
Museum	X	X	X	X	X	X		X	
Music School					X	X		X	
Music Store (Including records, instruments)			X	X	X	X		X	
Neighborhood Shop, Center			X		X	X		X	
Newspaper Publishing and Printing					X	X		X	
Newspaper Substation, Distribution			X		X	X		X	
Night Club					X	X		X	
Nursery Plant (seasonal) Sales					X*	X		X	
Nursery School	X	X							
Nursing Homes	X	X							
Obedience School (no boarding)			X	X	X	X		X	
Office Supplies			X	X	X	X		X	
Office Use or Complex	X	X	X	X	X	X		X	
Off-Street Parking Lots					X	X		X	
Oil Storage, Distribution									X
Optical Goods (sales and service)			X	X	X	X		X	
Optometrist	X	X	X	X	X	X		X	
Outdoor Food or Beverage Sales					X*	X*	X	X*	
Outdoor Storage								X*	X*
Pack. and Crating Service									X
Paint and Wallpaper Store			X	X	X	X		X	
Paint (auto) Shop						X*		X*	
Painting Contractor									X
Parking Lots and Structures (commercial)					X	X		X	
Pers. Serv. Establishment			X	X	X	X		X	
Pest Control Contractor									X
Pet Shop			X	X	X	X		X	
Pharmacy			X	X	X	X		X	
Photocopying					X	X		X	
Photographic Studio			X	X	X	X		X	
Photographic Supplies			X	X	X	X		X	
Photography School					X	X		X	
Physicians Office	X	X	X	X	X	X		X	



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Plant Sales (temporary seasonal use)					X*	X		X	
Plumbing Contractor									X
Plumbing, Sales and Service					X	X		X	
Post Office			X*		X*	X		X	
Printing Establishment					X	X		X	
Private Club					X	X		X	
Produce Stand					X*	X		X	
Produce Terminal									X
Professional Business Sch.	X	X	X	X	X	X		X	
Propane Gas Storage and Distribution									X
Radiator (Auto) Repair Shop						X*		X*	
Radio Sales & Service			X	X	X	X		X	
Radio Studio and (only) Office	X	X	X	X	X	X		X	
Real Estate Agent or Off.	X	X	X	X	X	X		X	
Recording Studio (no broadcasting)					X	X		X	
Recreational Vehicle Sales and Rental								X	
Regional Shopping Center (over 275,000 sq. ft.)					X	X		X	
Restaurants: Inside Table Service Only			X	X	X	X	X	X	
Restaurants: Self-Service Carry-Out			X*		X*	X*	X	X*	
Restaurants: Outside Tables					X*	X*	X	X*	
Restaurants: Service in Car					X*	X*	X	X*	
Restaurants: Self Service in Car Only (no inside seating)					X*	X*	X	X*	
Retail Convenience Goods or Service Establishments			X	X	X	X		X	
Retail Lumber Yard								X	
Reupholstery and Furniture Repair									X
Rifle Range - Indoors					X	X		X	
Roller Rink					X	X		X	
Roofing Contractor									X
Rooming and Boarding House		X				X	X	X	
Root Beer Stand					X*	X*	X*	X*	
Rug Cleaning and Repair Service						X		X	X
Rustproofing - Truck								X	
Savings and Loan Office	X	X	X	X	X	X		X	
School - Photography, Dance, Music, Art, Language, Beauty, and Other Trades					X	X		X	



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Seamstress			X	X	X	X		X	
Secondhand Merchandise			X	X	X	X		X	
Securities and Commodities Broker, Dealer, Exchange, and Service	X	X	X	X	X	X		X	
Septic System Contractor									X
Sheet Metal Contractors									X
Shoe Repair			X	X	X	X		X	
Shoe Store			X	X	X	X		X	
Shopping Center					X	X		X	
Shopping or Durable Goods Establishment			X*		X	X		X	
Shopping and Goods Establishment			X*	X*	X	X		X	
Sign Contractor									X
Sporting Goods Store			X	X	X	X		X	
Stationer			X	X	X	X		X	
Storage and Transfer Establishment									X
Storage of Heavy Equip- ment - Indoor									X
Storage of Heavy Equip- ment - Outdoor									X
Storage of Trucks - Indoor									X
Storage of Trucks - Outdoor									X
Storm Door Contractor									X
Surgical Supply Firm			X		X	X		X	
Swimming Pool Sales and Outdoor Display								X	
Tailor			X	X	X	X		X	
Tavern			X*		X*	X*		X*	
Television Service			X	X	X	X		X	
Television Studio and Office (only)	X	X	X	X	X	X		X	
Tennis Facility - Indoor					X	X		X	
Testing Laboratory									X
Theatre - Indoor					X	X		X	
Theatre - Outdoor						X		X	
Tire and Auto Service Center					X*	X*		X*	
Tire Recapping									X
Tombstone - Including Engraving								X	
Tool Rental						X		X	
Tractor (over the road) Sales & Service								X	
Trade School					X	X			
Trading Stamp Service			X	X	X	X		X	
Trailer and Farm Equipment Sales and Service								X	
Trailer Rent. ("you-haul")								X	
Trampoline Center						X		X	
Transfer Establishment									X



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-ID
Transmission Repair Shop						X*		X*	
Travel Trailer Sales and Rental								X	
Truck Cleaning, Service, Repair, and Rental								X	
Truck (over 1/2 ton) Sales and Service								X	
Truck (1/2 ton or less) Sales and Repair, New/Used					X*	X		X	
Truck Storage - Indoor								X	X
Truck Storage - Outdoor								X	X
Typesetting					X	X		X	
Uniform Clothing Store			X	X	X	X		X	
Upholsterer, Furniture Repair									X
Upholstering Shop									X
Union Hall, (office and assembly room)	X	X	X	X	X	X		X	
Variety Store			X	X	X	X		X	
Veterinarian					X	X		X	
Veterans' Club					X	X		X	
Wallpaper and Paint Store			X	X	X	X		X	
Warehouse and Distribution Operation (enclosed in a building)									X
Wearing Apparel and Accessory Store			X	X	X	X		X	
Wheel Alignment (auto)					X*	X*		X*	
Wholesaler									X
Window Contractor									X
Wrecker Service - Incidental Towing Only			X		X	X		X	X

\*: Denotes that the particular use is permitted in the district only under certain conditions.  
 +++Reference should be made to the appropriate ordinance for details of those conditions.

SE: Indicates that the particular use is permitted in the district only by grant of Special  
 +++Exception by the Board of Zoning Appeals.



## MICHIGAN ROAD CORRIDOR PLAN

### PLANNING COMMITTEE

#### Public Officials: (Elected)

Richard L. Cunningham  
Washington Township Assessor  
Gordon Gilmer  
City-County Councillor  
Dr. Beurt R. SerVaas  
City-County Councillor  
Marilyn Smith  
Pike Township Assessor

#### (Other)

Michael J. Williams  
Grants Coordinator-Dept. of Transportation

#### Residents and Businesspeople:

Carla Allen  
Elizabeth Babb  
Don Bauder  
Alan Bier  
Amanda Davis  
James Dungey  
Neil Engledow  
Cecelia Ewing  
Peter Felleggy  
Gloria Foley  
Dorothy Harger  
Howard Harvey  
Ruth Isenhour  
Dorothy Jones  
Joan King  
Randall King  
Halbert Kunz  
Ruth Kunz  
Mary Lacy  
Fancis Lea  
Joe Lehman  
Jack Leonard  
Jean Lewis

William Malone  
Joan SerVaas Marie  
Ann Mathioudakis  
Kelly McLain  
Dorothy Miller  
John Myers  
William Payne  
Walter Rasdall  
Donald Ricketts  
Elois Rogers  
William Ryerson  
Scott Seright  
Clyde Shelby  
James Skinner  
Tim Stein  
Jay Stermer  
Mary Strapulos  
Jimmezene Taylor  
Jessie Thomas  
Gary Thompson  
Helen Welch  
Pat Williams  
David Wilson





ADMINISTRATION AND POLICY DIRECTION

William H. Hudnut, III, Mayor

METROPOLITAN DEVELOPMENT COMMISSION

Robert Samuelson, President

Dr. Lehman D. Adams, Jr., DDS  
George M. Bixler, Jr.  
James J. Curtis  
Michael J. Feeney

Lois Horth  
Mary Ann Mills  
Michael Rodman  
James Wade, Jr.

CITY-COUNTY COUNCILLORS (AND DISTRICTS)

David M. Brooks (AL)  
Carlton E. Curry (AL)  
Beverly Mukes-Gaither (AL)  
Gordon G. Gilmer (1)

Glenn L. Howard (9)  
Dr. Beurt R. SerVaas (2)  
Julius F. Shaw (AL)

DEPARTMENT OF METROPOLITAN DEVELOPMENT

M. D. Higbee, Director

DIVISION OF PLANNING

Stuart Reller, Administrator

Gregory J. Ewing, Neighborhood Planner  
(Planner in charge)

Michael Graham, Principal Planner  
David Kingen, Deputy Administrator  
Phil G. D. Schaefer, Senior Planner  
Michael Peoni, Transportation Planner  
Donna Bell, Intern

DRAFTING AND REPRODUCTION

Phil Pettit, Superintendent  
Ken Percy, Printing Supervisor

John Roberts, Draftsman  
Darrell Walton, Draftsman

SECRETARIES

Natalie Graves  
Charity Livingston

Kathy Jackley